CHUNG NGOI-SAN-PO-PUBLISHED DALLY.

Is the oldest and still immeasurably the best medium for Advertising among the Native Community.
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circulates largely throughout Southern China. Indo-China, etc. Torms for Advertising (Translations free) can be obtained at the Office, Wyndham Street, Honglang: or from the different Agents.

Documents translated from or into Classical
or Colloquial Chinese.

equal and generally superior to that done anywhere else. Estimates given. 號二月十年五十九百八千壹英港香 HONGKONG, WEDNESDAY, OCTOBER 2ND, 1895. 三拜禮 日四十月八年一十二緒光 魏四十四百七千壹萬壹第 No. 11,744. BELL'S ASBESTOS EASTERNAGENCY, LD.

Communications respecting Advertisements, Subscriptions, Printing, Binding, Sci, should be addressed DAILT PRESS only, and special business matters FIHE POSTPONED CONCERT THE MANAGER. Advertisements and Subscriptions which are not

ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address PRESS. Telephone No. 1'.

NEW ADVERTISEMENTS



THE DEPUTY ASSISTANT ADJUTANT GENERAL (B) will receive applications ip to 10 A.M. on SATURDAY, 5th instant. or an appointment as CLERK and STOR KEEPER under the WAR DEPARTMENT. Applications must be made in the handwriting of the Candidate, satisfactory references being given and the salary required stated. A. H. THOMAS, Captain,

D.A.A.G. (B.) Commissariat Buildings, . let October, 1895

ST. JOHN'S X LODGE OF HONGKONG, No. 618, S.C. N EMERGENCY MEETING of the above LODGE will be held in the FREE MASONS' HALL, Zotland Street, TO-DAY.

the 2nd instant, at 5 for 5.30 P.M. precisely. Visiting Brathren are cordially invited. Hongkong, 2nd October, 1695. DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY, AND · FOOCHOW: THE Company's Steamship

"HAITAN," Captain Reach, will be despatched for the above ports TO-MORROW, the 3rd just, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 1st October, 1895. INDO CHINA STEAM NAVIGATION COMPANY, LIMITED

FOR SHANGHAL (DIRECT). (Taking Cargo and Passengers at through rates for Cheroo, Tientsin, Newcawang, Han-KOW, and Ports on the YANGTSZE.) THE Company's Steamship

Captain Sollar, will be despatched as above TO-MORROW, the 3rd inst., at 4 P.M. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

General Managera Hongkong, 1st October, 1895. CHINA NAVIGATION COMPANY,

LIMITED. FOR YOKOHAMA AND KOBE. HE Steamship

"TAIYUAN. Captain Nelson, R.N.R., will be despatched on MONDAY, the 14th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 2nd October, 1895. "GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL HE Steamship "GLENEARN,

Captain Murray, will be despatched as above on or about THURSDAY, the 24th inst. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

Agents. Hongkong, 1st October, 1895.

FOR THE MAIL.

THE HONGKONG WEEKLY PRESS now ready and contains -

Leading Articles :-The Decline of British Influence in the Far East. Claims against Chinese Subjects H.B.M. Supreme Court in China. The Opening of Soochow and Hangchow

Railways in Chins. The Water Supply. The Kucheng, Commission, Another Outrage in British Waters. The Police Plague Medals. Obstruction of the Fairway.

Hongkong Sanitary Board Attempted Murder. The Chishima-Ravenna Case. China Traders Insurance Co., Limited. Hongkong, Canton, and Macao Steamboat

Hongkong Hotel Co., Limited. Victoria Recreation Club Sports. Local and District News. Commercial Intelligence.

Subscription \$12 per Annum, payable in ad vance; postage \$2. Extra copies 30 conts each, Cash. Hongkong, 1st October, 1895 IN THE SUPREME COURT OF

HONGKONG. ORIGINAL JURISDICTION.

IN THE MATTER OF THE GREEN ISLAND CEMENT COMPANY LIMITED.

IN THE MATTER OF THE COMPANIES ORDINANCES, 1877 and 1886. REDUCTION OF CAPITAL

DURSUANT to the directions of the Court, L notice is hereby given that a Potition has MASONS' HAJA, Zetland Street, on WEDNESbeen presented to the SUPREME COURT of DAY, the 9th October, at 8.30 for 9 P.M. pre-Hongkong by the GREEN ISLAND cisely. Visiting Brothren are cordially invited CEMENT COMPANY, LIMITED for confirmation of the following Special Resolution passed and confirmed at EXTRAORDINARY GENERAL MEETINGS held respectively on the 12th and 29th day of August, 1895:-"That the Capital of the Company be reduced "from \$1,000,000 divided into 20,000 shares of " \$50 each to \$200,000 divided into 20,000 shares | aged 8 and 4. of \$10 each and that such reduction be effected " by cancelling Capital which has been lost or is " unrepresented by available assets to the extent " of \$40 per share on each of the 14,117 shares "which have been issued and are now outstand-"ing and by reducing the nominal amount of all the shares in the Company's Capital from 250 to 810 per share."

The said Petition will come on for hearing at the SUPREME COURT on WEDNESDAY, the 16th day of October, 1895, at 11 o'clock in the forencon, when any Creditor of the Company who desires to object to the confirmation proyed for may attend and be heard.

Dated the 24th day of September, 1895. VICTOR H. DEACON. Solicitor for the Company.

DORTLAND CEMENT. J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, --HOLLIDAY, WISE & CO. Hongkong, 11th April, 1883.

ENTERTAINMENT NOTICE.

In Aid of the Funds of the ALICE MEMORIAL HOSPITAL will take place at .. THE MOUNT AUSTIN HOTEL,

SATURDAY, the 5th OCTOBER. H.E. SIB W. ROBINSON, K.C.M.G., will take the CHAIR

at 9.20 P.M.

Hongkong, 28th September, 1895. HONGKONG HOTEL COMPANY,

LIMITED THE ORDINARY HALF-YEARLY MEETING of SHAREHULDERS will be held at the COMPANY'S HOTEL on FRIDAY, 4th OCTOBER, at NOON, for the Purpose of Receiving a Statement of Accounts of the Company to the 30th June, 1895, with the Report of the Directors, and to discuss any matters that may competently be brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED, from the 20th inst. to, the 4th proximo, both days inclusivo. By Order of the Board,

Secretary. Hongkong, 13th September, 1895. THE HONGKONG, CANTON, AND MACAO STEAMBOAT COM-PANY, LIMITED.

NOTICE is hereby given that an EXTRA ORDINARY GENERAL MEET ING of the above COMPANY will be held at the OPPICE of the COMPANY, No. 18, BANK BUILDINGS, QUEEN'S ROAD CENTRAL, HONG-HONG, on WEDNESDAY, the 16th day of OCTOBER, 1895, at Twelve o'clock NCON, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company hold on the 30th SEPTEMBER, 1895, will be submitted for confirmation as a Special

"That the Capital of the Company "be reduced from \$1,600,000/ divided "into 80,000 Shares of \$20 each, to " \$1,200,000, divided into 80,000 shares "of \$15 each, and that such reduction, be "effected by returning to the holders of "the 80,000 shares which have been issued "Capital to the extent of 85 per share and "by rid soing, the nominal amount of all

By Order of the Board C. TOMLIN. Acting Secretary Hongkong, 1st October, 1895. ... CANTON INSURANCE OFFICE LD.

Dated the 30th day of September, 1895.

" the Sharps from \$20 to \$15."

NOTICE TO SHAREHOLDERS. THE FOURTEENTH ORDINARY GENERAL MEETING of SHARE

HOLDERS will be hold at the OFFICE of the Undersigned at 12 o'clock (Noon); on SATUR-DAY, the 19th proximo: The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th proximo, both days inclusive. JARDINE MATHESON & CO. General Agents.

CANTON INSURANCE OFFICE, LD.

Hongkong, 27th September, 1895. HONGKONG JOCKEY CLUB. FIRE ANNUAL GENERAL MEETING

of the above CLUB will be held at the CITY HALL, on SATURDAY, the 19th Ocro-BER proxime at 2.30 P.M.

By Order, T. F. HOUGH. Clerk of the Course. Hongkong, 19th September, 1895.

SIDNET, NEW SOUTH WALES. 31st August, 1895.

CUBSCRIPTION LIST in aid of the WIDOWS and CHILDREN of the Seventeen drowned, also the Twenty-two Survivor of the Crew of the S.S. "CATTERTHUN, in recognition of their devotion to duty and in their efforts to save life after the foundaring.

Mr. Everard Digby Mr. John Smith Perkins & Williams Burns, Philp & Co. China Navigation Co.

Daily Telegraph Evening News.
Australian Star. W. Howard Smith & Sons Johnson, Minter, Simpson & Co. Wallace & Robson Robert Reid & Co. David Storey Norton Smith & Co. E. Whiteley E. & A. S.S. Co., Gibbs, Bright & Co., Agents A. J. Frasor Sargood Ewen & Co. W. Gardiner & Co. A. MoArthur & Co. McMuitrie & Co., Limited Notthoim (F. N. & Co.) Feldheim, Gotthelf & Co. James Stedman S. Hollnung & Co. F. Gaunon & Sons

W. I. Trickett, M. L.C. Harris & Ackman Dr. On Lee The Bulletin Mr. Robertson Mrs. F. Campbell Sudney Morning Herald Quong Tart Wallace & Robson

Holdsworth, McPherson & Co. National Blupwreck Relief Society 10 10 Chinese Merchants EOTHEN MARK LODGE-No. 204.

A REGULAR MEETING of the above A LODGE will be held in the FREE-Hongkong, 1st October, 1895.

WANTED. FOREIGN NURSE or NURSERY GOVERNESS for Two CHILDREN, Apply stating Terms and giving Parti-

Mrs. F. GROSSER, YOROHAMA. NOTICE OF FIRM. THE CHINA FIRE INSURANCE COMPANY, LIMITED."

NOTICE. HAVE This Day Resumed Charge. JAS. B. COUGHTBIE, Secretary. Hongkong, 26th September, 1895.

NOTICE WE have This Day authorized Mr. LEOP. L. R. SPATZ to Sign our Firm by Procuration. Hougkong, 1st October, 1895. H H KIRCH & CO.

INTIMATIONS B. J. REMEDIOS. LOREIGN AND COLONIAL STAMP DEALER. 74, CAINE ROAD, HONGKONG,

Will be glad to sond STAMPS on approval to any address on receipt of satisfactory refer-Is also prepared to purchase used Postage. Stamps in Large or Small Quantities for Cash. AGENTS WANTED, Liberal Discount Allowed.

INTIMATIONS NTAPIER JOHNSTUNE'S QUALIBOTTLE WHISKY The sale of this good Scotch increases month

ESTABLISHED 1857.

y month; it is of Superb Quality and of CUTLEE, PALMER & CO.'S SELECTION. Sole Agents for it-LANE, CRAWFORD & Co., liongkong.

LANE, CRAWFORD & CO.

ELBY'S C. F. CARTRIDGE CASES. ELEY'S METAL-COVERED DAMP-PROOF CASES. ELEY'S SPECIAL RED CASES LOADED WITH [E.C.] FOWDER. PIGOU, WILKS & LAURENCE "ALLIANCE NEWCASTLE CHILLED SHOT, in 14 lbs. Bags.
WALKER PARKER & CO.'S ORDINARY SHOT, in 14 lbs. Bags. SPHERICAL BULLETS for 12 Bord Hous.

LOADING AND RAMMING MACHINES. PATENT TURNOVER MACHINES CARTRIDGE EXTRACTORS. RECAPPING MACHINES. WAD PUNCHES. POWDER AND SHOT MEASURES SCREW DRIVERS. NIPPLE SPRINGS AND WRENCHES. CLEANING RODS. POCKET CLEANING SETS.

DOG WHIPS BROWNING BRUSHES. FELT WADS, CLOTH WADS, GREASE-PROOF WADS, CARTRIDGE BAGS, CARTRIDGE BELTS SHOOTING BOOTS, HOSE, AND GATTERS. and all kinds of sportsmen's Sundries.

Hongkong, 1st August, 1895.

SAVED 30 PER CENT.

BOILERS AND STEAMPIPES COVERED WITH

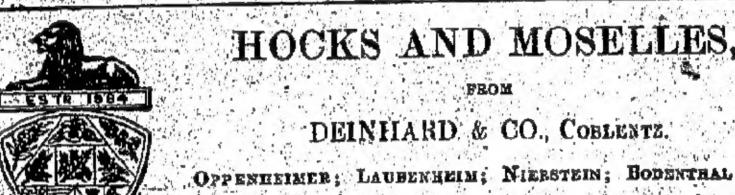
HOLDSWORTH'S MICA COMPOSITION.

EFFECTS A SAVING OF THIRTY PER CENT. IN COAL ESTIMATES GIVEN DY

> WATKINS & CO., BOLE AGENTS,

APOTHECABIES' HALL, 66, QUEEN'S ROAD CENTRAL

LANE, CRAWFORD & CO.



DEINHARD & CO., COBLENTZ.

OPPERHEIMER: LAUBENHEIM: NIERSTEIN; BODENTHAL; STEIN WEIN; HOCKHEIMER; SPARKLING HOCKS and MOSELLES; GRAACHER.

From \$9.00 at \$20.00 per Case. CALDBECK, MACGREGOR & CO.,

15, QUEEN'S ROAD.

Telephone No. 75. COMPANIA VINICOLA DEL NORTE DE ESPANA. RIOJA CLARETE.

ESTD. 1864.

The Popular Dinner Claret.

A Genuine Spanish Grape Wine of Guaranteed

Purity and Excellence. Awarded Gold Modals at the International Exhibitions at London, Paris, Barcelona, and Antwerp. Price \$6 per Dozen Quart Bottles. VILLA, LOPEZ & CO., Agents.

Hongkong, 14th May, 1895.

SANITARY BOARD NOTIFICATION. MEZZANINE FLOORS, STOREYS, OR COCKLOFTS

BUILDINGS ERECTED AFTER THE PASSING OF ORDINANCE 15 OF 1894 (28th DECEMBER, 1894).

NDER the provisions of sub-Section 2 of Section 7 of Ordinance 15 of 1894, it is unlawful to construct, put up, continus or maintain in any Room of any Domestic Building erected after the 29th of December. 1894, any MEZZANINE FLOOR, STOREY or COCKLOFT whatsoever, except where such Room is situated on the Ground Floor and is used as a Shop or Workshop, in which case the written permission of the Sanitary Board must be first obtained and any conditions im-

posed in such permission must be complied 2. Notice is hereby given that such permis-sion will not be granted unless the following conditions ere complied with:—

(a) The Building shall be constructed and

maintained in a satisfactory senitary (b) The Mezzanino Floor, Storey, or Cockloft shall not extend over more than one half of the floor area of the room and shall have a clear space below it of not less than eight feet measured vertically, provided that

this space is sufficient to prevent the obstruction of any doorway situated in an external wall. (a) The space both above and below such Mezzanine Floor, Storey, or Cockloft shall be used for storage purposes only and shall not be enclosed except with wire netting, bamboo lattice or carved woodwork arranged in such

a way as to leave at least two thirds of such space open and as for as practicable ovenly distributed, and the space encroached on by such Mezianine Floor, Storey, or Cockloft shall not be included in the calculation of the oubic capacity of the room available for habitation. By Order of the Sanitary Board. HUGH MCCALLUM.

Hongkong, 27th September, 1895. EQUIDABLE

LIFE ASSURANCE SOCIETY OF THE UNITED STATES. TS the Largest and Strongest financial Institution of its kind in the World. Large num. bers of its Toptine Policies are maturing year by year and they show LARGER DIVIDEND

RETURNS to living policy holders than any

other form of Assurance issued by ANY

OTHER LIFE COMPANY. CONDENSED STATEMENTS. FOR THE YEAR ENDING DECEMBER 31st, 1893 £ 35,220.082 28,477,009 6.743,073 8.754,709 New Assurances, 1893..... Ontetanding Assurances... 194,277,620 Paid to Policy holders since Organization

For illustrations of matured policies, or for ll other information, apply to BHEWAN & CO... General Agents. Hongkong, 30th March, 1895.

KIUNGCHOW DISTRICT. LOCAL NOTICE TO MARINERS. No. 10.

Wine and Spirit Merchants.

HOIHOW HARBOUR LIGHT. NOTICE is hereby given that the Hornow HARBOUE LIGHT may now be relied

C. J. PRICE. Acting Herbour Master. Approved : J. F. SCHOENICKE, Commissioner of Customs,

CUSTOM HOUSE. Kiungchow, 26th September, 1895. CUSTOMS NOTIFICATION,

NOTICE is hereby given that THURS DAY next, the 3rd OCTOBER (8th moon 15th day), being the CHINESE MID-AUTUMN FESTIVAL, will be observed as a Holiday at the KOWLOON CUSTOMS' OFFICE, ORIUM EXAMINATION OFFICE, and STATIONS. All Examination of Cargo and Clearances of unks will be suspended on that date.

H. M. HILLIER, Acting Commissioner of Customs for Kowleon and District. CUSTOM HOUSE. Kowloon, Soth September, 1895 [2045 HINESE IMPERIAL GOVERNMENT

7 PER CENT. SILVER

LOAN OF 1886, E.

18TH HALF YEARLY DRAWING. INTEREST DUE and DRAWN BONDS of this Loan will be PAYABLE at the OFFICES of the Corporation on and after the 30th September, 1895. Lists of Drawn Bonds can be obtained on spplication to the Undersigned.

For the Hongkong and Shanghal

BANKING CORPORATION,

Agents issuing the Loan.

T. JACKSON. Chief Manager Hongkong, 30th September, 1895. AUCTIONS. PUBLIC AUCTION.

HE Undersigned has received Instructions to Sell by PUBLIC ADETION, TO MORROW (THURSDAY), the 3rd OCTOBER, 1895, at 2.30 P.M. at his Sales Room, Queen's Road

AN ASSORTMENT OF

2nd, and present Issues.

JAPANESE POSTAGE STAMPS of 1st,

JAPANESE JUBLIEE STAMPS and POST CARDS A quantity of FOREIGN STAMPS of different Countries. OLD JAPANESE NOTES and COINS. TERMS OF SALE :- As Customary. J. M. ARMSTRONG,

Austioneer.

PUBLIC AUCTION VALUABLE POSTAGE STAMPS. THE Undersigned has received Instructions PUBLIC AUCTION. SATURDAY, the 5th October, 1895,

Commencing at 2,30 P.M.,

Hongkong, 30th September, 1895. [2036]

at his Sales Rooms, DUDDELL STREET, A PRIVATE COLLECTION OF VALUABLE STAMPS Comprising + MANY OLD and RABE EUROPEAN, NORTH and South AMERICAN, TRINIDAD, BARBADORS, APRICAN, MAURITIUS, CEYLON-AUSTRALIAN, STRAITS, HONGKONG, SHANGHAY, MACAO, FORMORA, and other STAMPS. Catalogues will be issued previous to the Sale. On View from Friday, the 4th October.

TERMS OF SALET-As Customary. GEO. P. LAMMERT. Auctioneer. Hongkong, 2nd October, 1895.

UNEQUALLED for Durability; being composed of Indestructible Meterials, its nonconducting properties do not deteriorate. UNEQUALLED in Point of Covering Capacity. UNEQUALLED in Ease of Application. An Ice-chest fined with above Composition will keep Ice Three Times as long as when lined with Charcoal.

28, QUEEN'S ROAD CENTRAL.

For Covering BOILERS, STEAM, HOT WATER, and FLUE PIPES, and all Surfaces

UNEQUALLED as an Economiser of Fuel, frequently effecting a Saving of 30 to 40

BELL'S ASBESTOS CLOTH FOR FILTERS.

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES given for Work finished Complete. Sole AGENTS in the East for :--SPHINCTOR GRIP ARMOURED HOSE: "SNOWDELFT," SNOWDON, SONE & Co. THE NEW WIRE WOVE ROOFING Co.

THE ALUMINIUM AND GENERAL FOUNDRY CO. W. JACKSON, Manager. 311a] NOW OPEN.

PURE TTONGKONG BUTCHERY COMPRADORE'S STORE, 11 and 13. CENTEAL MARKET.

J. TATAM. Hongkong, 27th September, 1895. CREAM SODA CHOCOLATES: JUST LANDED.

E. RICCO & CO.,

Hongkong.

CHAMPAGNE EUGENE CLICQUOT Per Case 2 doz. Pints 328.00. CREAM ALMONDS. SOLE AGENTS FOR CHINA AND JAPAN.

from which it is necessary to prevent radiation of beat.

This Composition is-

Hongkong, 12th September, 1895. CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known al over the World. This ancient House consign to us their well known very old, and AI QUALITY COGNAC, Distinguished by 4 STARS on the label. Price \$20.50 per 1 dozen bottles:

SUPERIOR OLD COGNAC, Distinguished by 3 STARS on the label Price \$19.00 per 1 dozen bottles. VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label. Price \$15.00 per 1 dozen bottles. "PALL MALL" WHISKY.

bottle bears an analyst's certificate. The quality is guaranteed. Price \$18,00 per I dosen betties Well-matured HIGHLAND MAI WHISKY

Eleven years old, very fine quality. Each

Blended by CUTLER, PALMER & Co. Moderate In price, excellent in quality. Price \$15.00 per 1 dozen bettles. BRODIE & CO.'S FINE SCOTCH WIJISKY,

in "Squat" Bottles Price \$10.75 per 1 dozen bottles. C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patented Bottles. Price \$9.50 per 1 dozen bottles.

GLENIFFER BLEND, SCOTCH WHISKY. Moderately priced, good quality. Price \$8.75 per 1 dozen bottles.

INVALIDS' PORT. This Wine sold, soft, and delicate. We strongly recommend it.

Analysed and Certificated by Prefessor Cassall, Price \$18.00 per 1 dozen bottles. DOURO PORT

This is a fine quality Wine of exceptionally

Price \$13.00 perel dozen bottles.

SHERRIES, AMOROSO, The Earl Misa's shipping. Price \$18.00 per 1 dozen bottles. LA TORRE. Price \$15.00 per 1 dozen bottles. Pure and natural Wine; a tonio. WHITE SEAL SHERRY-Popular at the Club. Dry, delicate, and of fine flavour. Price \$19.00 per 1 dozen bottles.

CLARETS in Quarts and Pints. CHATEAU MOUTON For a good after dinner Wine we recommend this. Price \$28.75 per 1 dozen bottles. LABOSE. This is a very attractive Claret, of good bonquet. Price \$17.00 per I dozen bottles. MARGAUX-MEDOC: A breakfast Claret Price \$9.25 per 1 dozen bottles. LIQUEUR.

BENEDICTINE, D.O.M. Price \$36,00 per 1 dozen bottles. CUTLER, PALMER & Co. Agents-SIEMSSEN & Co., HONGKONG. CUTLER, PALMER

PRICE \$9.50 PER DOZEN. NET of Selected Distillations of the Finest Sootch Whiskies. SIEMSSEN & Co., Hongkong. OUTLER, DALMER & Co.

CO.'S

WINE SHIPPERS SINCE 1815, Who have consigned their Brands to our care for over half a century. Apply to G. C. ANDERSON, Messre. JARDINE, MATHEBON & Co., Hongkong. And to their friends in Shanghai.

CONFECTIONERY.

AMERICAN CANDY. Just Received Ex E.S. "PERU":-

LEMON CHOCOLATES.

WALNUT CREAM SQUARES. WALNUT SOY CABIN.

CHOCOLATE NONPAREILS LEMON BONBONS.

Hongkong, 1st October, 1895. NORTH BORNEO REVENUE FALMS.

DAKIN, CRUICKSHANK & CO., LD

TIENDERS will be received by the SECRETARY TO THE GOVERNOR, SERds. can, on or before 30th NOVEMBER next, for the following REVENUE FARMS for 1896 :-Opium Farm, North Borneo East Coast. Spirit License Farm, North Borneo, Prov Alcock (Kndat). Pawnbroking Farm, North Borneo.

Customs Farm of Import and Export Duties, North Borneo. Gambling Restriction, for North Bornes Blachan, Birdsnest, Wharf Dues, and Market Dues, North Borneo only. TENDERS for these Farms may be made for the whole of the District Province or for each District and Province separately.

For Particulars, apply to the Hongkong or Singapore Agents of the British North Borneo JUAN ABRAHAM, AUCTIONEEE AND GENERAL COMMISSION PLAZA DE GOITI No. 12, MANILA,

SOLICITS Consignments of FURNITURE Mr. J. P. Engles (New or Second-hand) for Sale on Com- Mr. W. Engelenbury Mr. ABRAHAM is at present in this Colony, and will be glad to treat for the Purchase for Cash of all Descriptions of Household HONGKONG HOTEL.—Room No. 144.

Hongkong, 10th September, 1895. MOUNT AUSTIN HOTEL.

1.400 feet above sea level. Telegraphic Address, Excelsion" Hongkong, A.B.C. Code

at the most beautiful and healthy part of the Hill District, the air is delightfully cool and bracing, the temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed. The CUISINE is under the personal superintendence of an experienced European Steward. LAWN TENNIS .- Three Courts in splendid condition are kept for the use of Visitors. TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at reduced

This MAGNIFICENT HOTEL is situated

For further Particulars, apply at the OFFICE, 38 and 40, QUEEN'S ROAD CENTEAL, or to MOUNT AUSTIN HOTEL, The Manager. Hongkong, 2nd September, 1895.

Summer Dwellers at the Peak

materially enhanced during the Winter Month by residing at the HONGKONG HOTEL.

DOA VISTA HOTEL. MACAO. Has been re-opened under new and experience

Management. Situation unrivalled, Rooms and Appointments most comfortable, and the Chisine will be a speciality. REDUCED TERMS to Families, Residents, or Visitors making a lengthy stay.

BATURDAY to MONDAY, 87 to \$8.

PRICE \$21 PER MONTH. SHIPPING

ARRIVALS. Oct. 1, NATAL, French stommer, 2,455, Verron, Shanghai 28th Sept., Mails and General.-MESSAGERIES MARITIMES: Oct. 1, HAITAN, British str., 1,182, J. Roach, Foochow 27th September, Amoy 29th, and Swatow 30th, Tea and General-Douglas

LAPHAIK & CO. Oct. 1, LUEBECK, German str., 1,078, A. Harrassowitz, Yokohama 24th Sept., General. -MELCHERS & Co. Oct. 1, Ocampo, British str., 1,311, S. Hawkins, Saigon 26th Sept., Rice, - DODWELL, CAR.

LILL & Co. Oct. 1. Cosmopolit, German str., 552, A. Holt, Canton 1st Oct., Ballast.—Wieler & Co. Oct. 1. Yuensang, British steamer, 1,106, W. Waddilore, Manila 28th Sopt., General.—

JAEDINE, MATHESON & Co. CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 1ST OCTOBER. A commir, British str., for Shanghan. Devamonyes, British str., for Hollow. Rugnalce, Chinese str., fer Shanghai. Kitty, British bark, for Newchwang, Fackenny, British str., for Canton.

DEPARTURES: Oct. 1, FOORSANG, British str., for Canton. Oct. 1, FORMOSA, British str., for Tamsui. Oct. 1. FREJE, Danish str., for Hollow. Oct. I, GLENFALLOCH, British str., for London. Oct. I, KRIEMHILD, Gorman str., for Y'hams. Oct. J. Kwanders, Chinese str., for Shanghai. Oct. 1, MANILA, British str., for London. Oct. I, MASCOTTE, British str., for Hongay. Oct. I. MATSUYAMA MARU, Japanese str., for

Kelung. Oct. 1, MENMUID, British str., for Shanghai. Oct. 1. TAICHEONG, German str., for Amoy.

PASSENGERS. Per Haitan, str., from Coast Ports,-Capt.

and Mrs. Tarsar, Mr. Tritsch, and 100 Chinese: Per Yuensang, str., from Manila.-Mr. and Mrs. Verner, Messrs, M. Loftus, Francisco, J. A. Petersen, and J. H. W. Price. Per Natal, str., for Hongkong from Shanghai. Mr. and Mrs. R. L. Greenlie, Misses Grace Greenlie, Isaliel Greenlie, and W. B. Greenlie, Mrs. Turago and two children, Misses Bayne and Paine, Messrs. A. Dalton, R. Furtonyo, Koch, Ho, and Lin. From Yokohama. -Messrs. Tsukuki and Oyama. From Kobe.-Mrs. H. Scarie, Mesers, J. Rouch, Elias Selles, Tung, Takeuchi, and Kauramura. From Nagasaki.—Mr. and Mrs. Kennedy and infant, Messrs Kennedy, Hashegawa, Tu-Cug and Ci. For Salgon from Yokohama, Mr. Joubert, From Kobe.-Mr. Wang Lee Ku. For Singapore from Yokohama. Mr. C. S. Crane. From Kobo. Mr. Akado. From Nagasaki.-Miss Naguchi, Mr. Kobayach, and Miss Kuda, For Port Said from Shanghai. Mr. Molchonoff. For Alexandria from Nagasaki.-Mr. A. Buierle. For Marseilles from Shanghai .- Dr. and Mrs. Gallison and child, Messrs. Leduc and Bernstein. From Yokohama. -Mr. Oscar Bagger. From Kobe.-Mrs. Cart-wright. From Nagasaki.-Messrs. Mercie,

Raoul, Kervella, Tavennec, Mouttet, Leforestier, Mignacci, Hiettet, and Magnau. (For Passengers Departed sec 3rd page.)

VISITORS AT HOTELS. HONGRONG HOTEL. Mr. & Mrs. W. Jack Captain C. Mears Mr. Morion Jones Mr. J. W. Kinghorn Mr. R. Little Mr. & Mrs. A. Burboza Miss Little Mr. H. Loduc Mr. Laidwig Benjamlu Miss E. Loyzagars Mr. J. W. Bolles Mr. J. H. Martin Mr. G. Cadeil Mr. L. Martel Mr. W. J. Canter Mr. J. L. Marques Mr. & Mrs. Clark

Mr. J. Milchelro Mr. W. W. Cox Mr. H. M. Molchonoff Mr. C. Craner Mr. and Mrs. C. Mooney & family Mr. J. W. E. Oliver Capt. J. Padrinan Mr. W. Parfitt Mr. A. H. Rennie Capt. & Mrs. Farrow Mr. F. T. Richards Mr. J. H. Fawkner

Mr. Geo. Fenwick

Mr. R. S. Fenbury

Mr. Isbell

Capt. Eccles

Mrs. Glover

Mr. & Mrs. Garrels, child

Mr. A. Schinner Mr. M. Silles Mr. A. Puchs Mr. L. Simon Mr. & Mrs. Greenlees Mr. A. B. Skottowe Miss J. Greenlees Mr. H. Sledge Miss Greenlees Mr. M. J. D. Stephens Mr. W. B. Greenlees Miss L. Summers Mr. Guignard Mr. F. W. Hall Mr. & Mrs. J. P. Thomas Mr. R. L. Thomas Mr. C. Harris Mr. von Uffel Mr. & Mrs. Uldall Mr. R. J. Hastings Mr. J. J. Hour Mrs. R. Unworth Mr. W. J. Hubbar Mr. H. B. Walker Mr. G. L. Hummel Mr. L. Webster

MOUNT AUSTIN HOTEL.

Mr. & Mrs. Arthur An- Mr. & Mrs. Kirch & child

Mrs. J. S. Boach

Mr. C. F. A. Sangsler

Mr. & Mrs. J. Krainer

Mr. & Mrs. Chas. Lairenta Mr. & Mrs. Muchean, children & nurse Mr. H. Boetel Mr. J. McKie Mr. Hurt Puck Mr. C. Malsch Mr. Louis Mendel Mrs. Cantlie Mr. & Mrs. Merer Mr. & Mrs. Charles Cohen Mr. H. F. Meyrink Mr. J. N. Copmann Mrs. A. S. Palmer Mr. Henry Crawford Mr. H. E. Pollock Mr. W. E. Crow Mr. J. Slewart Miss Dick-Melbourne Capt. A. Tillett Mrs. Eccles & child

Mr. & Mrs. John Andrew and maid

Mr. Inchbald VESSELS IN DOCK. ABERDEEN DOCKS .- Cambusdoon, Kowloon Docks.—Helene Rickmers, Cassius, Wm. Le Lacheur, Solent, Ariake Maru Inoraban. Activ. Cosmopolit. COSMOPOLITAN DOCK .- Nanchang, Hankow. TO DAY

Mr. Tibson

Miss Uniucke

Mr. H. E. Tomkins

Mr. W. Von Uffal

TTONGKONG HIGH-LEVEL TRAM. WAYS COMPANY, LIMITED. TIME TABLE.

FROM OCTOBER 15TH, 1894, UNTIL

Meeting of St. John's Lodge at 5.00 p.m.

FURTHER NOTICE. WEEK DAYS. 7.30 n.m. to 10.30 s.m. Every quarter of an hour. 11.30 a.m. to 12.30 p.m. ... Every half hour. 12.30 p.m. to 2.30 p.m. ... Every quarter of an hour. 3.30 p.m. to 8.00 p.m. ... Every quarter of an hour.

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour. SATURDAYS. Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS.

10.80 a.m. and 10.40 a.m. 3 p.m. to 8 p.m.....Every quarter of an hour. Night cars from 9 pim. to 11 p.m., every half hour. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 13th October, 1894.

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for use in the Garden generally, It supplies natural nonrishment to the soil and assists the process of assimilation, thereby siding the Plants to attain to their full size,

vigour, and beauty. Sold in Tins containing 10 lbs. each ... \$1.75. 28 lbs. ..., 34.50. Directions for use are given on the Label.

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tide of the paper only No anonymously signed communications that have already appeared in other papers will be inserted. Orders for entra copies of DATLY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only Supplied for Cash.

Telegraphic Address Parss. Telephone No. 12.

## The Warly Press.

HONGKONG, OCTOBER 2ND. 1895. Frence as the Chinese Imperial Government are in an administrative sense, and weak as their military system has been proved to be by its ignominious collapse when opposed to the Japanese army, their resources are undoubtedly considerably in advance of those possessed by the Emperor HIEN FUNG when the Taiping Rebellion desolated the central provinces of the Empire. At that time most of the Chinese "braves" were armed with long spears, bows and arrows, and the clumsy gingal. Of discipline there was absolutely none, and any rabble rout, so long as they possessed similar weapons, were almost as effective in a fight as the best of the Imperial troops. Indeed the victory in most cases rested mainly with the leader, even if nominally unversed in the art of war, whose tactics were the best. Sometimes it remained with the defending force, if they were well entrenched behind walls and possessed a good supply of food. The Taipings never attained to any thing better than an undisciplined horde poorly armed, rudely led, and for the most part ill supplied. Yet they for some years not only carried all before them, laying waste the country like locusts, but defeating the Imperial troops even where the latter had more advantageous positions. It was only when the "Ever Victorious" Army was organised first under WARD and then under Gordon that the tide was turned and the insurgents were checked in their onward career of destruction and despoilment of the land. Since that time, however, the Imperial Government have at least learned and Rue Toursnne. Sixteen houses were one lesson. They know how to arm their destroyed. The property was Chinese owned, men with weapons of precision, and though the "braves" understand little about the proper use of them and less of the duty of taking care of them, they still possess enormous advantage over the rabble who usually make up a rebellion. The Imperial Government also enjoy the position of holding all the ports, and are thus able to prevent supplies of arms or ammunition to rebels. It is to these facilities they owe the case with which they have been able to supplace in different portions of the Empire. during the last quarter of a century. It is these conditions that render an insurrection in the Central Kingdom so doubtful and difficult an enterprise no matter how nume-

But while the chances of a successful revolution in China are very small, they are not altogether hopeless, always provided that the leader is a man possessing some practical knowledge of the science of war and of the resources of the district in which it is conducted. As a matter of fact there are no soldiers in China in our sense of the castle found the place in flames. The Chinaman cash, and at \$54, \$541, and \$55 for the end of the manufactures a monopoly in their own hards: earnest desire to preserve the autonomy of the are neither officers nor strategists. It is not likely therefore that a great leader will arise, of kerosine on board great excitement pronor is it probable that a well planned scheme of rebellion will he developed, though the iterally honeycombed danger was at an end.

rous the rebel following.

with disaffection. At the same time it must he admitted that, in the Mahomedan rebeldion just developed in Kansuh there are elements which may well cause the gravest disquiet at Peking. It has originated among regular troops, and they have unfurled the standard of revolt in the name of the Prophet, It is a war between Mussulmen and Buddhists. The robels are well armed and have a vast reserve of men behind them. The latest intelligence from Kansuh is to the effect that on the 18th ult. a hotly contested battle was fought at a place about forty-eight miles to the south-east of Lanchow, the provincial capital, and that during the fight three battalions of cavalry and seven

of infanty, numbering over 4,000 men, suddenly went over to the enemy, naturally causing great confusion and nearly involving defeat to General Tung Fu-HSIANG, the the case would be dismissed. His Worship tinued neglected, offers to sell at \$15 failing to Imperialist commander. The day was saved, according to the Imperialist account, by the criminals, and if the boy had proved his case A. S. Watsons have been going strong. personal valour of General Tung and two brigade officers, and the rebels dislodged from some walled villages wherein they had been entrenched for some days, but the Imperialist loss was 2,360 in killed and wounded. The losses of the rebels are not known, but it is stated that 1,900 heads were brought in by the troops, a fact that stamps the Emperor's soldiers as the savages they really are. This would seem, too, to be one of those victories which confessedly are scarcely less disastrous than a defeat, war ships at the island of Lemnos, near the for it is admitted by the Imperialists that the position is critical, applications for aid coming in frequently both from Kansuh THE SZECHUEN RIOTS AND and Shensi. The Imperialist army in Kansuh

only numbers 60,000 men, and the Mahome

dan rebels are estimated at 800,000 lighting

men. The prefectural city of Sining, in Western Kansuh, is invested by a rebel body and cannot hold out long unless assisted, and it is feared that the rebellion will soon spread to Yunnan, where the Mahomedans will be only too ready to join their coreligionists if there seems any prospect of the movement succeeding. There are also large numbers of Mahomedans in Szechucu, who may be counted upon to give trouble if the rebellion extends. The Chinese Government can. however, readily grapple with this rebellion take prompt measures and prevent the leaders establishing communication with the coast. Seeing, however, the miscrable manner in which they failed to stop the Japanese advance through Manchuria, it is quite possible they may prove too late in driving back the Mahomedans in Kansuh. The progress of this great insurrection will be watched with no little

It might will be thought that, after the succession of disasters in the recent war, and in presence of this new trouble in the northwest, the Peking Government would be very ready to accord satisfaction to a friendly Power like Great Britain for the grievous injuries lately sustained. But the attitude of China can never be gauged; she is unlike all civilised states, and always calculates upon getting out of difficulties by the exercise of chicanery rather than by the arts of conciliation: Sympathy and forbearance are alike thrown away upon her, and she has no respect for acts that among Western would excite admiration and gmtitude. It is to be hoped, therefore, that Lord Salisbury will not be influenced by the progress of a mascent revolution in the north-west provinces to moderate his very great difference in the rainfall recorded in domands upon Peking, but rather to regard it as a fortuitous circumstance which may assist indirectly to bring about a settlement of the questions at issue between Great Britain and China. All past experience afforded by our relations with this great corrupt and effete body go to show that no gratitude need be expected from the officials at Peking, no matter how great the service rendered, nor how considerable the prize

The P. & O. mail steamer Kaisar i-Hind Singapore at 1 p.m. yesterday and may be expected here at 6 p.m. on Sunday next.

that Li Hung-chang and all the members of the Tsungli Yamen have been appointed by Imperial Decree to draw up the Supplementary | to the contour of the country. At the Observatory Treaty between China and Japan,

been exhausted by the war with China, and the reduction of Formosa costing far more than was anticipated, the Government is about, it is said. The difference is even greater at Pokfulum,

to raise a further loan of \$100,000,000

At the Alice Memorial Hospital last month the number of out-patient visits was 1,552. the Nethersole Hospital the number of in-

patients was 25 and the out-patient visits 47. According to news received from Peking it has been suggested, says the N. C. Daily News, that the hirthday celebrations of the Empress Downwer, omitted last year on account of the war, take place this coming November, but on a quieter scale, excusing the high provincial officials from appearing at Peking to take part in the festivities in person.

At Shanghai on the 25th inst. fire broke at 11.30 s.m. in a block of buildings on the French Concession off the Rue du Consulat but mortgaged to a foreigner. The contents of only one house were insured. The origin of the fire is unknown, but it started in a kitchen.

Nagasaki on the 1st September for Shanghai, at a point lower both for cash and the end of section of the community. It was not national arrived at the latter port on the 24th. She was the month. Nationals have been in fair de- but was distinctly imported, and ewed its later blown south during the typhoon which wrecked mand, and have changed hands at \$28; development to the example of Mohammedanism. the Satsuma and got as far as the Hieshans and \$29, and \$30. Bank of Chinas &c. continue There has always been a school amongst the had considerable difficulty in getting back. On neglected. the voyage one of the Chinese crew died, but Captain Jorgensen took the body to Shanghai rather quieter with sales at \$1824. Cantons have The superstitions of the natives have always undesirable that I should enter into a discussion. at the request of his sailors.

Daily News, for the avidity with which the business, Yangtezes have gone back to \$121 ascendency of the superstition. Now it so heppress all the various risings that have taken Chinese are buying up property on the Carter with sales, and Straits have been negotiated at pened that in the obscure early growth of the and Markham Roads and on the opposite side | 8243 and 325. of the Scochow Creek. Eleansies, the house FIRE INSURANCES-Both Hongkongs and thought of. It was a veritable cave of Adullam. and grounds formerly balonging to Mr. Robert Mackenzie, sold not long since for Tls. 8.000. has just been resold for Tls. 24,000. Is the terminus of the Scochow railway to be some. have ruled steady with sales at \$364 and \$364. where near there, or are the Chinese anxious; in clusing quieter at the former rate. At an view of what may be coming, to have property extraordinary meeting of chareholders held beginning the Settlements eschewed these cussion of the questions affecting the territories which they think will be safe under foreign on the 30th ult, it was decided to pay back 25 Chinese drawbacks which would have effec-

broke out on the steamer Amur. It was caused later, however, on renewed rumours, of a apparent that sconer or later the favourable independence of Sismin the future. At present by one of the Chinese crow, who fell asleep in probable return of capital the rate quickly rose position of Shanghai would be taken advantage understood; from the reports which he received amongst some cakum. The remainder of the rate market closes steady with an upward Chinese mandarins, from selfish motives first, did to Siam, and afforded preterts for petty acts of crew, who were on deck, noticed a smell of fendency. Indo-Chinas have been dealt in in their utmost to suppress the rising desire, and oppression on the part of French officials. The term. There are fighting men, but there who was the cause of the accident had a month, chiefly for the north, market closing firm Such were the lines on which the first narrow escape and in making his way out with buyers and no more sellers at latter rates. cotton mill was started, under the auspices of in the East were not always easy to control. If sustained severe burns. As there was a quantity | China Manilas continue neglected. vailed, as the vessel's pumps were insufficient to part of the week changed hands in fair lots at it became evident that the different processes Siam secured in her perfect and undisputed extinguish the fire, but on the arrival of the 3112, 8114, and 8115, bought chiefly if not en- connected with the manufacture of notton rights right up to the Mokong river, it would fire engines the forecastle was flooded and the tirely by the north; at time of writing the could be carried on at an enormous profit—so conduce to the peace of Siam, this country, and

Royal on Saturday evening. overseer, Public Works Department, who lives

twelve years of age, and said he did not hawk. this heading. On the 28th ult. the defendant was running the assault. The Magistrate said it was evident, porties generally are likely to go still higher. that the boy had told lies, and for that reason

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."] LONDON, 29th September. OBITUARY.

M. Pasteur is dead. THE ARMENIAN QUESTION.-A DEMONSTRATION. Great excitement prevails at Constantinople

Straits of the Dardanellos,

*– BRITISH–ULTIMATUM.* 

in account of the arrival of seventeen British

We hear that the Chinese Government has vielded to the British ultimatum and consented to punish Lin Ping-chang, the ex-Viceroy of Szechuen, for his complicity in the recent anti-foreign outrages in Szechuen. Had urrander not been made active operations would once have been commenced by the British squadron on the Yangtsze. Some of the ships are up the river and nearly the whole of the remainder of the fleet are at Woosing.

THE RECENT RAINS AND THE WATER SUPPLY

Yesterday, in accordance with the notice ssued by Hon. F. A. Cooper, Water Anthority the water supply of the colony was limited to few hours, and it is an absolute certainty that residents will have to suffer this curtailment until the beginning of the rainy season next year, unless we are in the meantime visited prolonged tropical rains, and it is now almost seless to hope for such raids. On Monday morning Tytam reservoir contained 205,000,000 gallons, whereas the capacity before the dam was raised was 312,000,000 gallons Poktulam reservoir contained 37,000,000, and its holding capacity is 68,230,000 gallons. It will be seen from these figures that the outlook for the dry season is anything but cheerful, and everresident is in duty bound to see that not a dro of water is wasted or misused. With the exercise of ordinary care on the part of the consumers there will be sufficient water to allow o eight gallons per head per day until April, but of course if the water is improperly used even that allowance will have to be moterially reduced. The recent rains have not mad very much difference to the condition of the reservoirs as yet. The rain was not very heavy at any time, and a large quantity will be lost absorption and evaporation, while it will take a long time for much of the water to percolate through the earth and find its way to the streams feeding the reservoirs. Naturally the heavier the rain the less the quantity of water that soddens the earth. If the rain falls gently, as it did last week, there is more time for absorption, whereas a real tropical storm means the head long rushing of the water off the hills and the very rapid flushing of the streams, which soon become rearing torrents of water. It is curious to notice the various parts of the colony, and we therefore give the following interesting table showing the rainfall since September 27th :-

Hongkong. Pek- Betanical fulum, Gardens. 1.30

linary differences between the results of observations, and in only one instance do they tally The chief divergence is contained in the rain fall recorded on the 29th September, when 6 inch fell at the Hongkong Observatory and 245 inches at Tytam. This is really remark able considering that the rains were not merely local showers. It must not be imagined, how-A Peking telegram to the Mercury states ever, that the rain gauge at the Hongkong Observatory is faulty. The cause for the great difference must undoubtedly be attributed at Kowlcon there is a wide stretch of fairly even country, and a more accurate measurement The Japanese home loan of \$15,000,000 having of the rainfall can be recorded there than in any part of Hongkong, where a rain gauge is necessarily effected by the steep hills and wind where only .60 was registered. The total rainfall gives a much larger avorage at Tytam where the aggregate for the four days was 5.06 inches, while at the Hongkoug Observatory, was only 2.12 inches. It is not likely new that we shall have any heavy rains, and therefore we again impress upon everyone the great importance of seeing that no water is wasted.

## THE HONGKONG SHARE MARKET

Messrs. Chater and Vernon in their share report for to day's mail, say :--A fairly brisk business has been done during the week under review. Rates have been well maintained and in many cases show a substantial advance. Market generally closes steady at quo-

BANKS.—Hongkong and Shanghais—A small but steady demand at 185 and 186 per cent rem. was met by sollers; a sale is reported at 101 per cent. prem. for the Slat inst. upon base our quotation of 189 per centagrem at time of writing, however, shares are obtainable has always been found burdensome by a large

found further investing buyers at \$180 in fair had a belief in Fengehus again, but there at 878 cum and 878 ex div. without leading to tion who were ready to resent every undue

Chinas have ruled somewhat weaker, the former at \$2621, and the latter at \$931 with sales.

demand from the north having ceased shares great that both Li and Sheng could not pre- France.

Influenza in a mild form is epidemic at are obtainable at \$110 - Luzons have been sume the monopoly. Their first blen was to again nagotleted at \$85, closing stoady. The Ching Ling Foe troups of scrobsts and and we have only small sales at 56 and \$8.15 to and Japanese got mixed up, and showed the magicians will give a performance at the Theatre report. Balmorals have changed hands at \$4, absurdity of the idea. Meanwhile foreigners but close weaker. In other mining stock we started silk filatures, and this had taken root

A turnoock coolie was yesterday sent to gael Dooks, Whanves and Gonowns .- Hong and after all this the Japanese war broke for six months for stealing a silver watch, of the kong and Whampon Docks have continued to out, and the mandarins saw the game was value of \$20, from the bedroom of John Ross, advance and sales have been effected at 128, and that it was necessary to yield. When 129, 130, 132, and 135 per cent. prom.; at time war finished this idea was still further strengof writing, however shares could probably be thened by the desire to keep the Japanese out obtained at 133 per cent. prom., although none of a practical monopoly, so, all of a sudden, the At the Police Court yesterday, before Hon. are nothally on offer at that rate. Kowloon authorities, who had sought to check or monopo-H. E. Wodehouse, an Indian policeman named Wharfs have been deals in at 847, closing firm Chunda Singh (501) was summoned for assault- at that rate and a rise may fairly be looked for. encouraging them, and Shanghai offered the ing Che To, a hawker. The complainant is We have no further business to report under | readiest and best-situated site. So capital, both

after a hawker who got clear away. Because of kong Lands have found buyers at 266, 3664, and this, according to the boy's story, the defendant | \$67, market closing steady to strong at latter | Paris of their Europe. Meanwhile, under a caught held of him, pulled him to the ground, rate. West Points have further improved to temporary strain, Shaughal has not been able stamped on his back, and gave him several \$22 with sales, and with the prospects of to keep abreast of the movement. The blows about the body. The defendant denied advancing rents and the improvement in pro-MISCELLANEOUS .- Green Islands have conadded that the Sikhs were not justified in bring out buyers. China Borntos after a long using violence against hawkers, who were not period of inaction have changed hands at \$35 the defendant would have been severely reported sales as high as \$14. At time of writing, however, shares are obtainable at \$13.75 Electrics have found further byyers at \$7 and Bricks at \$10. Ewo Spinning Co. have changed hands at Tis. 20. -

> THE FOOCHOW MISSIONARIES AND THE ENGLISH AND AMERICAN CONSULS.

The following address signed by over fifty British missionaries representing six missionar societies has been sent to Colonel Hixson Kucheng :--"To the Hon. Col. Hixson,

"United States Consul "Foochow, 18th August, 1895. "We, the undersigned English missionaries, connection with the recent Hwasang massacro. "We realize that had it not been for the despatch with which you obtained a steam sunch the injury to the wounded incurred by the delay would probably have been far more serious than it was. Your kind and practical sympathy is another proof of closely the two great branches of the English race are united in heart. We carnestly pray that the efforts put forth may result in such go on with our Master's work in quietness." Commerting on the above the Foochow Eclu

sation of English and American concessions has The above letter may be read in two ways towards the Hon. Colonel Hixson for his prompt action in getting a launch to meet and bring fifty years of trial proved a success for all down the wounded from Whasang, to which he is most justly entitled, the other as throwing interests concerned is worthy of further extension .- Mercury. another stone at Mr. Mansfield.

"We realise." It is written in this letter that had it not been for the despatch with which you obtained a launch, the injury to the wounded incurred by the delay would probably have been far more serious that it was." Th missionary who drafted this letter evidently did not know that the British Consul has been equally energetic. He was ably represented by Ar. Pitzipios, who wrote into the Vicercy for annch of light draught after ascertaining that he foreign lamiches he had tried to procure drew too much water to get to Suevkon having in the meantime been to the Custom House to obtain a permit for any launch he coul get for the purpose of conveying Archdesco Wolfe and Mr. Banister to meet the wounded and survivors. After these efforts he heard hat the U.S. Consul had obtained the only sunch that the Vicercy could then place their dispessi and he went at once to the U. Consulate to arrange for all to go together, and thanks to Mr. Hixson, it was so arranged

It appears that Mr. Hixson obtained the pr mise of this knuch first by going into the cit and this was a most fortunate thing for him mamuch as he has received unbounded praise the papers, calminating in the letter signed apwards of fifty British missionaries, which we print above. Mr. Hirson may be just! groud of the leades given him. At the same ime there was no want of energy shown at the British Consulate to procure this launch. ve may be quite sure that Mr. Manafield Mr. Pitzipios did not stay to consider whether the launch was placed at the American Consul or the British Consul's disposal so long us it went. And so it is shown that the drafter of this letter was not strictly correct in stating that but for Mr. Hixson's action "the injury to the wounded incurred by the delay would probably have been Hixson secured this lapuch, Mr. Pitzinics would The U.S. Marshal might or might not have gone in it, but the Archdescon and Mr. Hanister most certainly would have proceeded in it

The letter goes on to say, "Your kind and most practical sympathy is another proof of how closely the two great branches of the English race are united in heart." Yes. Mr. Hixson knows and all the subscribers to this letter wil now know that had the positions been reverse the result would have been precisely the same American Consuls like British Consuls require day or two's holiday from time to time, and it so happens, as it may happen some day in time of trouble, that the American Consul away from his post, the British Consul will prove himself no less personally energetic in the eyes of the fifty signatories of this letter than Mr. Hirson Mus been, in the interests of

THE DENATIONALISED SETTLE

MEN'IS AT SHANGHAL The weakness of the Government at Peking having a curious and altogether unexpected result in the continual growth of Shanghai, in many respects; is becoming the contro of attraction of the Empire and tending to be its capital, in arts, manufactures, and luxurious ease. When, at the boginning of the war with Japan, a number ficials of the higher ranks, smelling dence from afar, sent their families to enjoy protection in and shout the Settlements, the movement, even by those engaged in it. supposed to be merely temporary, and all looked forward to an early exodus as soon as peace was declared. There has been peace now for nearly half a year, but the tondency has distinctly increased instead of diminished, and private residences for natives of high official rank or connections are intreusing rapidly, while continually more money is being spent or their individual proction and decoration, who ther they take the bld style of the Chinese house, pure and simple, with its unpierced outer walls and internal courts, or the modified style which has lately been coming into fashion, where external windows are as marked an institution almost as in the dwellings of Europeans themwhich in the absence of any cash sales we selves. There are, of course, many reasons for all this. The gloomy social life of the Chinese Chinese who held that it was not necessary, and ment upon all these questions concerning both MADINE INSURANCES Unions have ruled was not imposed by their classical authorities. banks of the Mekong, and it would be obviously quantities. China Traders' have been on offer always has been a powerful factor in the popula-Settlements neither of these things were and herein took shelter refugees from rebels and from Imperialists alike, all too glad to SHIPPING.—Hongkong, Canton and Macaos get a shelter for their heads to make many inquiries as to its adaptibility of Fengshui or for his answer. He hoped that the question other ends. So, fortunately, from the very REFINERIES.—China Sugars in the early | Li and Sheng. But exchange dropped and | 25 kilometre zone would be done away with and

levy blackmail, all subsequent mile were to pay Missing Panjons have ruled neglected their quota to Li and Sheng, but foreigners before Li and Shong got their hand in

lise manufactures, came to see the advisability of native and foreign has been attracted, and this LANDS, HOTELS, AND BUILDINGS.-Hong. has reacted on the arts of luxury, and to the native mind, Shanghai is rapidly becoming the Settlements have been rapidly growing in population beyond the means of ordinary accommodation; they have overflowed into adjacout districts, as at Sinza; where means of communi cation were to be found. But the greater part of the recently extended Settlement of Hongkey has been inaccessible for want of roads, and the English Settlement is practically filled up. I'no matured result of an earth famine has supervened and lots, which a few months could hardly find buyers, have been sold resold at continually increasing rates. To give a few instances, a large lot of some 200 mow (33 acres) was offered some five months ago at Tie. 40,000 without finding a bayer; it has within the last six weeks changed ownership at Tls. 80,000. Property in the Louza district, purchased a year ago at Tls. 450 per mow, has recently been resold at Tls. 1,500. These are not isolated instances. They all point in one direction. First, as to the urgent necessity of opening up by new roads the already acquired Settlements; and second, the necessity, if Shanghai is to continue a well governed and administered city, of increasing the area of the districts under Municipal control. The districts into which beg to express our heartfelt thanks to you for the recent growth has precipitated a growing population owe that result to being rendered accessible by roads made by the Municipality outside the limits. They were equired, for the purposes of access to the districts around, to provide some means of healthy exercise. They are rapidly losing their character, and need to be extended. They have, however, afforded the means of building native suburbs. . But off the main reads those suburbs are rapidly becoming nests of fifth and disorder. Recently the right of the German Government to claim concessions has been reognised, and negotiations have been going on but there are still dangers ahead for want concerted action. In Shanghai, the denotional

## THE POWER OF PEKING

worked with the best results. It is to be hoped

tinued. An experiment which has now after

this donationalisation will still be con-

This plea of the inability of Peking to control the provinces is pure humbug and bluff We have noted the elaborate and ingenious discussions to which so many of dur contemperaries have treated us on the subject, all to the feet that Peking is unable to control the preinces. We have smiled and bean silent. All this theorizing about the want of centralization etc., is very line, but the theory of metropolitan weakness is in glaring contradiction to the most obvious facts. We are thoroughly convinced that Peking cannot control the provincial authorities when she does not want to. while scores of recent instances may be adduced to show how effectively Peking can have her will obeyed when in earnest. instance can be adduced where admittedly earnest desire has aside. Chinese officials are treacherous. bulent, malicious enough; but they have superstitious regard for the authority the Emperor. Who gave the order (which was promptly obeyed to stop the Szechzen riots? Peking. Who ordered Liu Ping-chang half-way and sent-him back f. Peking. decreed that be should pay out of his own pouket the Tla. 960,000 indemnity to the French Missions in Szechuen? Peking. But Peking. must be remembered, is as conservative and anti-foreign as any city in the Empire, and that cause of the spirit shown by the members of the Cabinet and the heads of Boards. Even amongst the better sort of manduring who would not actually connive at murder and incendiarism is because they count upon the connivance or judicious inactivity of Peking that local officials are arrogant and obstreperous. We have an illustration of the same thing in the case of the Formosan insurrection. Chang Chih-tung's conduct in backing the rebels was flegrantly treasouable. this not an instance of insubordination P Ostensibly, yes; but not really, for as is well known he was encouraged to it by members of the Tsungli Yamen. If we are to recur to the not that Peking is unable but that she is un willing to give adequate protection to foreigners. -Peking and Tientein Times.

## THE FRANCO-CHINESE TREATY.

In the House of Lords on the 30th August Lord Lamington said he wished to ask a question with reference to the boundaries formed by the new Franco-Chinese Treaty, whother they affected the territory of Kiang Kheng or the torritory of Kinng Hung, which England agreed to yield to China a year or two are on the stinulation that if we waived our suzerainty China should not head it over to any other European power. The French papers said that we had no rights over the state Kiang Kheng. That was opposed to historical accuracy. as the French travellers Garnier and Carne bore witness 10 or 15 years and that this state was a tributary of Burmah at that time, and when we acquired Upper Burmah we also acquired sugerainty over this state. This matter was of very great importance; in view of a possible future trade route through Burmah to Southern China. He hoped that he might receive a satisfactory assurance that this state was not included in, or likely to become part of French territory as a state lying on the eastern or left bank of the Mekong

The Marquis of Salisbury. - It would be very dangerous to give any pledge with respect to future policy affecting a country of which we know so little as Kieng Kheng. Kinng Kheng was tributary to Burmah, and as such belongs to the British Crown. But there is a certain amount of controversy concerning if with the French-Government as there is with respect to sundry other localities in that country. But what the precise value of Kiang Kheng whether it is as important as my noble riend says it is, whether it is the tate of a future railway or not, are questions on which we should be sorry to pledge ourselves. Negotiations are going on with the French Governof matters which are now under examination by both Governments. Both in China, and I think to some extent in Franco, there has been a tendency to underrate the claims and rights of

friendliest spirit, and I have no doubt we shall find an issue which will be satisfactory to both Lord Lamington thanked the noble Marquis the 25 kilometre zone was included in the dis bordering on the Mekong. If they could get per cent. of the capital to shareholders, tuelly prevented their growth, and strangled rid of that reserved zone of 25 kilometres they Douglas's ruled weak during the early part of them in the cradle. But of late years would thereby conduce to tranquillity between At Manila on the 20th September a fire the week and sales were effected as low as 361; another element has come in. It was for long. Siam and France, and they might also secure the the forecastle, letting a lighted eight fall with sales at \$62, \$62; and \$63 to \$65; at which of to introduce manufactures by steam-power. that the zone was a constant source of irritation burning, and on opening the door of the fore- fair quantities at \$534, \$54, \$541, and \$55 for finding that impracticable determined to make Government of France might have a perfectly Siamese kingdom, but their commercial agents two of the most venal mandarins of the Empire | an arrangement could be made under which this

her Majesty's Government, but we are approach-

THE FLEET UP THE YANGTSZE.

There is now little doubt that the demands of he British Government with regard to the Szechnen outrages have been formulated and presented at Paking in the shape of an ultimatum. These demands consist, first, in the errest and degradation from all official rank of the notorious Lin Pingolang, and his banishment beyond the frontiers for a term of at least three years; and secondly, in the payment of an indemnity has been inflicted, and his incapacity to hold say that tals punishment is top severe on a man whose Government has been not only the most corrupt in the openly set at naught the Imperial com-Emperor finding gause of complaint of exis in any way a party to the recent acts bringing about a revolution in the modelling of of the late Szechuen. Vicoroy, but there is in both capitals a large amount of government property, which Peking will think twice before seeing destroyed: One thing is certain, that unless force be exhibited in such a manner as to indicate that, if necessary, it will be resorted to, the whole proceedings of the British Government will be stultifled. Mercury.

#### ABANDONMENT OF PROPOSED TAXATION OF FOREIGN OPIUM

It will be entisfactory to our readers to learn that, owing to the exertions and representations to Peking of the British Acting Consul-General at Shanghai, the iden of imposing what was practically a differential levy through the wholesale merchants on imported onium has been de finitely abandoned. Sir Nicholas O'Conor. on case being presented to him, at once took up the question and informed the Taungli Yamen that in case any such levy were made he would hold the provincial officials responsible. ocal authorities do not, however, propose to give up all right to the inxation of opium shops and have a scheme on foot, the details of which hey propose to submit. The licensing and exation of opium shops in the Foreign Sottle nents, where no preferential charges has never been complained an infraction of Treaty stipulations. should the proposal take such a form the tax be collected indifferently on all shops retailing native as well as foreign drug, it is understood that no objection will be made. difficulty hitherto has always been that in al these cases the imported article has been taxed to the entire exemption of the native Morcury.

#### ALL RIGHT OR ALRIGHT

Wo (Poking and Tientoin Times) have just resived the following, not by telegram, from

Dear Sir.—In your last issue ! The Man i the Road" in his sparkling "Notes" uses the ford "alright;" and, as a foreigner of many cars residence in the East, where English is so common a means of telegraphic communication. am interested in knowing if the word be an allowable one. Everyone, who has to telegraph home at \$2.50 per word will agree with me that

Some years ago, while travelling from Europe to China, I had a little experience which would rather give it against "The Man in the Road." It happened at a busy telegraph office in a British colony. I wished to cable I had safely arrived so far; and, on entering the office was exercising my mind in search of a phrase suitable for my, purpose, when I recollected that I had been told by an American scholar that now "all right" can be written in either one or two words, but that when written in one word one "1" had to be dropped. So, with a view to thrift as well as fitness, I boldly wrote "alright" down. But what was my surprise on receiving the bill to find that I was charged for two words I was of course helpless against the declaration of the suave but smiling official, and said

a case? We know that when doctors disagree there is no bein for us. but spraly there ought -to be someone among your readers to decide betwee the stilitarian American and the conservative English official

"If The Man in the Road be good enough to give us his authority and make British telegraph officials decide in favour of 'alright' shall feel that I have not spent my \$2.50 in vain.—I am, dear sir, yours truly,

Considering the commonness of the practice seems hard that a man should be fined \$2.50 or mis-spelling a word, though if the rule were naiversal it would be an excellent way of paying off the national debt at short notice. "alright" is not right; because while "right is "right" "all" is not right. Whereas in "all right," not only is "right" right, bu "all" is right too, and therefore "all right is all right.—Ed.

## THE MAHOMMEDAN REBELLION

Peking, 24th September. News has just been received here from Kansuwithe Office of Transmission to the effect that turing a hotely contested battle on the 18th inst. forty-eight miles to the south east of the oapita. ity of Lanchon, between the Kashgar General, orce of Mahommedan robels three battalions cavalry and seven of infantry, numberthe enemy, cousing great confusion amongst to evacuate a series of walled villages which which also won the one sailed two days after perial army for three days and nights. The imperial losses were 2,360 men in killed and wounded. The losses of the rebels are unknown, but the soldiers brought in 1.901 heads from the battlefield and from the villages. During a part of Galatea, a steel cutter, by the same designer as the fighting one of the colonels of the revolting the Genesta, but 5 ft. longer on the water-line. battalions was captured, and by orders of General Tung the traiter was beheaded the field in front of the enemy. Matters however, are extremely critical in in time the race was put off till 1886. Kansu and reinforcements are urgently needed in the previous case, nothing was left un-Applications for sid have been coming in from | done that would enable the holders to retain both Shensi and Kansu severa times a week. the prize they had so long and successfully The Imperial troops in Kansa number only held. Of the four competitors, who entered the some 60,000 men at the most, while the Mahom. lists in the trial most, General Painc's Mayflower nedan rebels are estimated at fully 800,000 designed by Mr. Burgess, the best of the new fighting men, nearly all well armed and in the type of contreboard sloops, was selected, and she field opposing the constituted authorities. News fully justified the choice. She was 85 ft. 7 in. has also been received from West Kansu that in the water-line. 23 ft. 6 in. beam, with a the prefectural city of Sining cannot hold draught of 10 ft. Arrangements were made out another week against the rebels unless aid for three races one over the New York course be sent, The Emperor is said to be greatly on- (about 38 miles), the second, a 20-mile thrush to raged at Viceroy Yang of Shen-kan for not being prepared for this great rebellion.

ing the discussion of all these questions in the Shanghai, 28th September. A private letter from Lanchon, the capital of Kansu via Heianfu, which latter place it left about three weeks ago, brings news a greeing with that in the telegram we published on Thursday marning. It states that the Mahommedans would not make a definite move until the Sth or 9th moon (September October November). Their intention is to set up a separate kingdom in Mania time manifested itself to the rule of rating it would seem from the Kolso-hui backing the which produced the extremely narrow cutter, Mahommedana and Imperial troops (of whom the majority doubtless belong to the Kolao-hui) descring to them, that there is an arrangement that the Mahommedans shall have Kansu, and shall in raturn assist the Kolso bul to cust the Manchu government from Shensi and beyond. -N. C. Daily Neve.

> They come as a boon and a blessing to mea.
>
> The Pickwick, the Owi and the Waverley Pen. THE SMALL HINDOO PEN. is the latest addition to MACNIVEN & CAMERON'S Renowned Series of

The Points are Oblique Cut, and are in 3 Grades.

WAVEBLEY WORKS EDINBURGH.

THE AMERICA CUP

ITS ORIGIN AND ITS HISTORY Though by no means the most valuable of international trophies—the Royal Victoria Gold Challenge Cup, the most valuable in the United Kingdom, is intrinsically far superior by general consent the America Cup has come to be regarded as the emblem of the yachting supremacy of the seas. Its origin dates back to the Great Exhibition year of 1851, when the Royal arranged together with an edict stating Yacht "Squadren" offered a cup worth £100 clearly the crimes for which the punishment for competition by yachts of all nations. The yachts then affeat were modelled after the brine, office in future. No one Chinese or foreign, schooners, or cutters of the Royal Navy, and both in England and America the prevailing shape of the hull was the "cod's head and mackerel tail. the bows being short and full and the lines Empire, but who has for the last three years aft long and flat. In response to the invitation, members of the New York Yacht Club ordered So far from the Government of the 'a yacht from a leading builder, Mr. George Steers, who had been experimenting in a new cessive vigour requiring the execution of direction, making the bows very fine and the these demands it ought to find itself extremely | stern fuller. In due time the America crossed grateful to that Government which has, on the Atlantic and arrived at Cowes. The race such easy terms for itself, stopped in to took place on August 23rd, 1851, round the Isla preserve its prestige. This demand, however, of Wight, starting and finishing at Cowes. No has been refused by the Chinese Government less than fifteen yachts started, seven of which and therefore affords an explanation of the were schooners and eight cutters, the fleet recent inevenients of the British fleet up the comprising the fastest and most celebrated Yangteze. It is understood that one at least of English clippers of the day. The America the vessels is lying off Nanking, while the came in an easy winner with the loss of her jib others are intended to occupy a similar posi- | boom, and her success in this and other races tion in front of Wuchang. It is not pre- had unquestionably the effect, not only of tended that the Vicercy of these provinces stimulating interest in the pastime, but of

Although repeated efforts have been made of late years to recover the Cup, it was not till rly twenty years had elapsed that an English yachteman could be found confident enough to s il his vessel scross the Atlantic with the hope of restoring the Cup to its home on an English sideboard. In the meantime the trophy had been handed over to the New York Yacht Club to be held in trust as "a perpetual challenge for friendly rivalry between foreign countries," one of the conditions of the deed of gift being that each foreign competitor should sail on her own bottom to where the matches were to be con-

It was Mr. James Lloyd Ashbury, a Lon cashire rallway-carriage constructor and some time Member of Parliament for Brighton, and owner of the schooner Cambria, who stepped into the breach; but it was not till preparations were commenced for the contest that he fully comprehended the magnitude of the difficulties of the undertaking. The Americans had impost such conditions that it would have been almost impossible for the Cambria or any other wacht to win the Cup. Instead of having to compete a min t a single vessel, as he contended was the me ping of the word "match" in the deed of gift-or in other words, a duel between two vessels only—the New York Club decided by a vote of eighteen to one that, inasmuch as the America was obliged to sail against the whole fleet in order to win the Cup, so all subsequent competitors for it must do the same. In years, however, that condition has been altered, and the justice of Mr. Ashbury contention so far admitted that the New York Club declare the same of their defending yacht seven days before the date of the race, selecting their defender by a series of triel races. The race took place on August 8th, 1870. The Cambria started against twenty-four yachts, all of which were schooners, but only fiffeon finished. The little Magic a typical American centre-board, won, on claused as well as corrected time, and the Dawn less was second The original winner (the America) was fourth and the Cambria tenth.

Nothing drunted by his failure Mr. Ashbury eturned the following year (1871) with the schooner Livonia, which he had built with the avowed object of winning the Cup. The New York Club committee relect a the keel schooners, Sappho and Dauntless, and the centreboard schooners. Columbia and Palmer. reserving the right to name any one of these four as a competitor against the Livonia. on morning of each race. Mr. Ashbury vainly protosted against the selection of four vessels, claiming that as he had but one so only one should be put against her for the whole series of races; but the holders were firm and he finally yielded the point. The races sailed were—three between the Celumbia and Livenia and two between the Sappho and Livonia. The Livenia only won one out of the five, but would probably have won another but for a misunderstanding as to the way of rounding a flag-boat, .It was not till 1885 that England again decided to challenge. In the meantime Canada had twice attempted to wrest the coveted trophy from the land of stars and Stripes; but in the eves of the Americans contests with Canadian yachts-

men did not count for much. Systematic though slow development had been Now what is a poor foreigner to do in such going on in England. The cutter had been found tion for racing was a matter of natural selection. A new rule of measurement had been framed by placing a penalty on beam, but there was no restriction upon depth or ballasting. Builders became impressed with the fact that it was the element in size which gives speed in length, and with the use of heavy lead knees, length began to show a rapid increase, while breadth decreased. Each year produced boats narrower and deeper than their predecessors, with a larger proportion of outside weight, larger sail-plans, and smaller

With the Americans, on the other hand, the

nominal tonnage.

schooner was still the popular rig, and they continued to build broad shoal centreboard craft, well adapted for shallow waters. From their beam the American vuchts had creat initial stability, which enabled them to carry large sails. They could thus be driven at high speed, and could sail very fast as long the sea was smooth : but in rough weather thesequalities did not stand them in good stead. The visit to New York in 1881 of the little Scotch outter Madga-a deep, narrow-keeled craft and her remarkable series of victories over their alcops, opened the eyes of the Americans to the superiority of the cutter model. The controversy between the supporters of the rival. types was at its height when the challenge from Sir Richard Sutton, owner of the Genesta. cutter larger than any of the American aloons was received. To the difficult task of building a lung bu-halang's, army and a very large defender was therefore added the complication arising from the difference of opinion as to model. Eventually one was selected, which the author ng some 4.250 men, suddenly went over to [(Mr. Edward Burgess) claimed combined all the advantages of the cutter's model and ris with the Imperial troops and threatening a the best features of the American model and disastrons defeat. Fortunately, by the des- rig, and the centreboard of the aloon, and she parate bravery of General Tung assisted by his was not inappropriately christened the Puritum two Brigade generals. Chou and Chang, with a Three races were arranged. The one over the picked body of reserve troops, the day was inside course was sailed on September 14th restored the rebels being eventually compelled 1885, and resulted in a victory for the Puritan they had held successfully against the Im- lover a course 20 miles E.S.E., from the Scotland lightship and return. The next effort to recover the "Blue Ribbon"

> of the yachting world was made by Lieutenant Henn, in the following year (1886), with the the same beam, and six inches more, draught, His challenge had been forwarded the previous venr. but owing to his vessel not being ready windward from the Sandy Hook and return, and the third a triangular course. But, as in the former contests, there was no necessity for sailing the third, the Mayflower proving much the faster of the two in both matches sailed."

The Generica and the Galatea were typical English cutters of 5% and 5% beams respectively Their defeat was one of the reasons which brought about a crisis in vacht designing in England. Considerable opposition had for some owners and designers declaring that the next step would be the "plank on edge." The Yacht Racing Association, therefore, adopted in 1887 a rule (proposed several years previously by Mr. Dixon Kenny, whereby yachts were rated for competitive sailing by their length of load, water-line, and their sail area, very similar to .... the one then in use by American Clubs.

Advantage was at once taken of the liberation of beam from penalty, and the first challenger under the new rule, the Thistle (now owned and raced by the Empel or of Germany under the name of the Meleor), 'esigned by Mr. G. L. Watson, of Glasgow, disp aved a beam 4ft. 4in wider than the Galatea, while her length and about the same, and she carrie

about 2,000 feet more canvas. General Paine | Rain then commenced to fall heavily, wh and Mr. Burgess were again to the fore with a the wind increased in force and shifted to north defender, the Volunteer, which differed mainly weather remaining the same until arrival from the Maylower in that she more closely Swatow. From Swatow fine weather with approached the cutter, with added depth and and N.W. winds to port. In Foochow - U.S. draught, displacement, and sail area, although Detroit, German str. Brunhilde. In Amoy; she still retained the centreboard. The Volunteer H.M.S. Pique, British stra. Thales, Kashin won the race over the Club course in a light Sishan, Evandale, and Norwegian str. Kangal breeze by 18 minutes, and in the race over a In Swatow :- St s. Kensu, Taksang, Singa course 20 miles out, sailed in a strong breeze, she Taksang, Keong Wal, and German man-of-war beat the Thistle by 11-minutes, the American

eagle fairly screaming itself hourse. As our readers will remember another effort to regain possession of the America Cup was kong. Lieut C. E. H. Colbeck, R.N. Fro made just two years ago, Lord Dunrayen's goodhow.-Misses Leslie and Codringto Valkyrie representing the Union Jack and Mr. From Shanghai. - Mrs. Geo. Woodward an Gould's Vigilant the "Star Spangled Banner." It is unnecessary, under the circumstances, to go into details, and it will suffice to mention that in two races, one of which promised to Mame Pereira and six children, Mdme Corum fall to the lot of the "Old Country," and the Noronha and two children, Messre. M. A. Xavis other to the "States," the wind dropped and D. W. Le Lachour, and Otoyo Tanaka. Fo they had to be abandoned, while in each of Nagasaki.-Mr. Fatchli. For Kobe.-Mr. N the three which were brought to a definite kach, Rev. Fr. Abbé Ferrand... For Yokoham conclusion the Vigitant (which has just been beaten, but with very little to spare, by the Defender in the preliminary trials) proved victorious, and Hilda Heinder, and Mr. Schlewensky. For the respective margins being 5 min. 59 secs., 12 Nagasaki from Singapore.—Mrs. Ohsato. Fo min. 30 secs., and 12 secs. A pleasing feature of the contests was the free and open noknow. Nokogawa, Shibuye, and Kosaki. For Yoko ledgment by Lord Dunraven and Mr. Watson hama from Marseilles. Mestre. Collin, Bais that they had been beaten fairly and squarely, Agoshi, and Nato. From Colombo.-Mr. J. and that anything in the shape of partiality or favour was distinguished by its absence. Let Slate, Mr. and Mrs. Forester. us hope, as we have every reason to, that the coming matches will be sailed in an equally straight and above-board manner. As Englishmen we should of course like our own side to win; but provided the third Valkyrie is beaten on her merits, we are bound to accept her defeat gracionaly, and must console ourselves with the hope that our luck may be better next time.-

#### CHINESE SNUFF BOTTLES.

To the Opusoula of the Odd Volumes Sette, Mr. M. B. Huish has contributed an attractive essay on the subject of Chinese snuff bottles. As an exponent of Oriental art, Mr. Huish has from Singapore for Adelaide. placed the public under great obligations. He approaches his subjects generally from the ethiological point of view, preferring to consider the relation that works of art bear to the customs and traditions of a people, than to treat them as steeping stones in the history of technical development. Of course, that method of criticism is not entirely satisfactory to either the art student or the collector, but Mr. Huish does well in recalling both from their tendency to forget the mative and remember only the beauties of the objects they prize. No articles are more esteamed by the Chinese than snuit bottles and ink pots. In each alike we find the most exquisite workmanship and the finest materials. There is no variety of porcelain, from the commonest to the rarest, that is not illustrated in Chinese snuff bottles, and as for the materials they range over cameo glass, crystal; jade, amothyst, cornaline, Aug. 21, from Port Notal for Anjer. chalcedony, heliotrope, sardonyx, chrysoprase, agate, damascened iron, and cloisonné enamel. Evidently anyone devoting himself to the task of collecting these little objects may be able to obtain illustrations of Chinese art workmanship on an almost exhaustive scale. Yet the undertaking has never found many devotees; for the obvious reason that a multitude of such tiny utensils can never serve any decorative purpose. A few may be placed here and there in a salon. but the great bulk must be treated as one treate coins or Japanese sword furniture, namely, put away in cabinets for the cwoful inspection of patient connoissaurs only. The history of porcelain snuff bottles is, of course, the history of Chinese ceramics, and as to the history of snull bottles carvel from precious, minerals or camed glass, they have apparently no history that car be written. Perhaps in the hands of some Chinese virtuoso there lies an illustrated manuscript describing and depicting the celebrated snuff bottles of some era of art enthusiasm and perhaps the document may yet come: t light, as did the volumes discovored ten years ago by Dr. Bushell in Peking. But there not much room for a story when we have t deal simply with little receptacles for powdered tobacco, chiselled out of precious stones. might be a matter of primary interest t the collector to know when jade, or chryso prase, or agate, or cameo glass was first use for such a purpose, but neither as illustrating the progress of art industry nor as marking the development of civilization in the Middle Kingdom, would the matter justify serious re search. Mr. Huish has said about all that there | ON MANTIA. is to say, and said it in a very attractive manner. It is a pity that only 149 copies of his ON SINGAPORE. little book have been printed, and that their circulation is limited to Odd Volumes members, Sovereigns, Bank's Buying Rate ... \$8.93 render the work a desideratum to all lovers of Chinese art, -Japan Mail.

#### A WORLD'S FAIR FOR JAPAN PROPOSED.

While numerous mossarus subsequent to the war with China are proposed, Count Okuma urges the opening of a world's fair in Tokyo within three or four years. The Count considers the step necessary for showing the real nature of the country to foreigners, and after enumerating the benefits of a world's fair in Japan says :- "One of the most important measures after the war is the development of industry and commerce. China is opening her ports and interior to Japan, and Europe and America is looking hopefully to the latter. In other words, Japan is becoming the centre of the Eastern commerce. If under such circumstances Japan neglected her in-dustry and commerce, not only all the benefits due to her would fall into the hands of Europeans and Americans, but she would have also to lose all the honour and advantages which she has obtained by many months hard fighting. She has passed through the campaign of arms and she must now enter the peaceful campaign of business, the second campaign being necessary to maintain and enjoy for ever the advantages she has obtained by the first. Unless she wine great victories in the second campaign, all her victories in the first would turn to nothing." A great stimulant for developing the industry and expanding the commerce, so as to enable Japan to win in the second campaign, would be found in a "world's fair." In the Count's opinion, 10,000,000 yen would be enough to defray all the expenses of such a fair, and the sum may be paid out of the indemnity. "The indemnity should not be wasted, but there i nothing to be objected in applying the money to a certain way of commemorating Japan's Luzon Sugar ..... victory. A world's fair will, besides the lenefits it gives in various other ways, serve as a substantial memento of the war. Ten million yen out of the threehundred million yen of the indemnity is a trifling sum." The Count regrets that there is no sufficiently wide ground in Tokyo for secommodating ten or a hundred thousand men, and the authorities cannot find a suitable site in the capital for the celebration of the triumphal return of troops. He urges that if the world's fair plan is acceptable, the opportunity should be availed of for opening a new and extensive public park. "The Uyene, Asakusa, and Shiba parks are all too narrow for a world's fair. A new lot of ground should be selected and made a park, which can admit into it more than 100,000 people. It can then be utilized as the site of the fair. If so, the fair objection is a near-sighted and shallow one. Foreigners invited to the fair will come in large, numbers. Supposing such visitors number only 10,000, and each of them spend 1,000 yen in the country, then Japan will get 10,000,000 yen from them."—Jiji.

## SHIPPING REPORTS.

The British steamer Yugusang, from Manila 28th Sept., had moderate to fresh W. to N.N.W. wind and fine weather.

The British steamer Occurpe, from Saigon 26th Sept., had fine weather and light winds with northerly swell.

The Gorman steamer : Lilebeck, from Yokohama 24th Sept., had rainy weather with strong breeze from N.E. to Breaker Point.

The British steamer Haitan, from Foochow 27th Sept., Amoy 29th, and Swatow 30th, had strong N.N.E. breeze and high following sea with dull overcast weather to Amoy. From Amoy moderate breeze from the E.N.E. and smooth sea and fine weather to Rees Islands.

DEPARTED. Per Manila, str., for London from Hong child, and Miss Annie Brown.

Per Ernest Simons, str., from Hongkong for Shanghai.—Mr. H. G. Dowler, Dr. Danenberg

VESSELS PASSED ANJER. Sept. 9, French bark Federation, Pornie from Mauritius for Batavia.
11, Ned. str. Ardjoena, Le Clercq, Sept. 11, from Batavia for Rotterdam. 12, Ned. bark Kinderdyk, De Boer, Sept. 8, from Samarang for St. Michaels. 18, German str. Sommerfeld, from Australia

for Singapore. 13. British str. Eva. Hansen, Sept. 13, from Batavic for Port Said: 14 Amr. ship Francis, Doane, June 12, from Cardiff for Singapore. 15. British str. Booldans, Hugill, Sept. 13; 15. Ned str Anchises, Rorison, Sept. 15, from Batavio for Amsterdam. 16. Ned, str. Printes Amalia, Vismen, Aug 10. from Amsterdam for Batavia. 17. British str. Alderley, Bruce, from Java

18. Norw, bark Herman, Laland, June 3, from Cardiff for Bangkok. 18, British ship Lillian L. Robbins, Jane 4, from New York for Shanghai. 13. Norw. hark Framfort, Holby, June 28, from Bahin for Bangkok. 18, Ned, str. Prins Alexander, Fortuin, Sept. 18. from Batavia for Amsterdam. 18. Norw, bark Siam, Jacobsen, June 3, from Cardiff for Anjer. 19. British str. Duke of Buckingham, Greembridge, Aug. 14, from London for Batavia. 19. Norw. bark Robert Scrafton, Lausecon,

COMMERCIAL INTELLIGENCE. TUESDAY, 1st October. CLOSING QUOTATIONS.

7	
7	EXCHANGE
1,	ON LONDON
a	Telegraphic Transfer
t.	Bank Bills, on domand
f	Bank Bills, at 30 days sight
-	Bank Bills, at 4 months sight 2/24
Î	Credits, at 4 months sight 2/24
T	Documentary Bills, 4months sight 2/3
0	ON PARIS -
n	Danle Dille an domand 277
e	Credits, at 4 months sight 2.83
1-0	
d	On demand 2.24
a,	
0	Bank Bills, on demand
rea	Credits, 60 days sight
ÎA	ON BOWRIE
lo-	Telegraphic Transfer
d	Bank, on demand
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ad.	A B B B B B B B B B B B B B B B B B B B
g	Bank, at sight721
g	Bank, at sight
le	ON YOROHAMA.
9.	On demand
rá	ON MANTIA.

On demand ...... 3 % pm.

On demand

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1	JOINT ST	OUE SI	FAPES
4	JOINT ST	OCT DI	T'ETANIS.
١	(International of	DATE TO	QUOTATIONS.
	COMPANY	WIN OF	- ACCOMMENDATION
1	Banks-	\$195	189 p. ct. prem
1	Hongle ng & S'hai		nominal
. 1	China & Japan, pri.		nominal
Н	Do ordinary		nominal
П	Do. deferred		Monthey.
1	Natl. Bank of China		400
1	B. Shares		\$30
'	Foun, Shares		\$30, bayers
3	Bell's Ashestos E. A		\$10
	Brown & Co., H. G.	\$50	63}, mles & buy
• [	Campbell, Moore & Co.	\$10	\$2, buyers
9	China Sugar	\$100	\$112 sellers
1	Chinese Loan '86 E.	116, 200	10 p. ct. prem.
1	Dakin, Crnicks'k & Co.	***	\$1 \$10, mim
d	Dury Farm Co	\$10	\$10, RHG
	Fenwick & Co., Geo	\$25	\$21 \$15, mllers
	Green Island Cement	\$50	210' wileta
^	H. Brick and Cement		
f	H. & C. Bakery	\$50	\$36
_	Hongkong & C. Gas	£10	\$110
9	Hongkong Electric	\$8	\$7, sales & selle
5	H. H. L. Tramways	\$100	\$96, mellers
'	Hongkong Hotel	\$50	\$15, esles
θ	Hongkong Ice	\$25	
5	H. & K. Wharf & G	\$50	847
d	Hongkong Rope,	\$50	\$140, sales
ď	H. & W. Dock	\$125	183 p. cl. pre
đ	Insurances		
1	Canton	\$50	\$180, sales
0	China Fire		1931
-	CHILLING TENTIONS		\$73, er div.
	Hongkong Fire	- \$50	
g	North-China	£20	
	Struit	\$20	
n	Union	625	
1,	Yangteze	€60	\$121, sellers
J	Land and Building-	1	ner 1
D	H. Land Investment	\$50	\$67, buyers
8	Humphreys Estate	\$10	
3	Kowloon Land & B.		\$17,881ce
y	West Point Building	640	
-	Transport Materiage	T TELLUL	SR5 pales

\$5 \$3.10 sales & buyers Jelobu ..... New Bulmoral ..... \$3 |\$3.50 sellers \$37 \$6.15, buyers \$1. \$1.50, buyers Do. (Preference). 13a. 10d. \$4 mlm Steamship Coys.— China and Manils ... \$50 \$62} China Shippers .... 25 \$65, sales & sellers Douglas S. S. Co. \$361. sellers H. Canton and M ... Indo-China S. N. ... £10 \$54), mlm ... Wanehai Wareh'ee Co. \$371 \$421

\$10 \$131, sellers Watson & Co., A. S .... CHATER & VERNON, Share Brokers. 12 cattle. 1 catty to 23

EXPORT CARGOES.

Per steamer Glonorchy, sailed on the 21s September - For London-9,570 lbs., congou, 2.100 lbs., scented orange pekee, 200 casks gi ager, 100 casks soy, 88 casks curios, 20 bales eplit bamboos, and 10 cases palmleaf fans.

Per Amer. ship Sam Skolfield, sailed on the 20th September — From Shanghai—6,265 packages tea, 876 bales strawbraids, 823 bales sheepswool, 375 rolls matting, 27 cases earthenware, and 17 bales skins. From Hongkong-

## THE WEATHER.

11,939 rolls matting, 256 cases woodware, and

23 packages merchandise

Messra Falconer &	Co.'s REGISTE	R-Oct 1st
Barometer 9 A. W 29.9		
Barometer 1 P.M29.9	Therm. 1 P.M.	(Wat bulb) 6
Barometer 4 P.M20.8	7 Therm. 4 P.M.	(Wethalb) 6
Thermom. 9 A.M.:.72	Therm Maxi	mum 7
Thermom, I P.M76	Therm. Minis	mom (over
Thermon. 4 P.M.: 77	night)	in manager 7

CHINA COAST METEOROLOGICAL REGISTER, 307H SEPTEMBER, AT 4 P.M.						
BTATION,	Earometer red to see level and 32° Fahr.	Tempers-	Hemidily	Force.	Weether	Rein last
Wladivostock		61	12.	BSE I	0	
Tokio	30.08	-		- 0	-	
Nagasaki	29.69	80	75	BW 3	10	1.4
Shanghai	29.96	69	70	MW 3	0 .	1
Sharp Peak	. 29.88 -	72	16	E 4	0	
Amoy	29.85	77	13	NE 3		
Swatow		78	-	N 2		1 .
Canton		B1.	52	N 2	_	
Hongkong		80	41	N	by	
Victoria Penl		-	-	N 4	=	1.
Gap Rock	29.87	-	-	NW 4		
Macto	29.90	08	51	n 1	C.	
Haiphong	29.07	85	79	0	b.	l
Bolingo	20.84	84	83	W I	0	i.n
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	er OCTOR	ER	AT I	0 A.M.		
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Bolingo		84	75	N 2		0.0
Manila		81	92	WNW 2		
Cape B. James		30	1	NE 2	0	1."
Carlo tr. names	The state of the s	. sd .		Trutt's of	1 17	4 . "

EC	FORONG REC	ISTER.	11.4
	day 4 p.m.	On date	Ou date
Barometer Temperature Humidity Direction of wind	80	80.03 75 47 N.N.E.	29.19 78 48
Force Weather Rain	1	c.	br.

1—Bandwhyen reduced to 32 degrees Pahr, at sea level.
2—Temphaguan in the shade in degrees Pahrenheit.
3—Humidity of air saturated with moleture being 100.
4—Direction of the Wind to two points.
5—Ponce of the Wind according to Beaufort Scale.
6—State of the Weature: b. blue sky; c. detached clouds; d. driveling min; f. fog; g. gloomy; h. hall; l. lightning; o. overcast; p. passing showers; q. squally; r. rain; s. snow; t. thundar; v. visibility; w. dow (wet).

Hongkong Observatory, 1st October, 1895. HONGKONG TIDE-TABLE. 2nd to 7th October.

HIGH WATER				LOW WATER.		
Day of	Monto.	Houghong Mean Time	Hoight.	Hongkong Mean Time.	Height.	
Wed	:	h m m 7 58	1t. In.	h m m 1 52	1 6 1 6	
Ther.	3	m 8 37	4 5	m 2 30	1 1	
Fri.	4	m 0 12	4	m 3 5.	0 8	
Bat.	. 3	n 9 45	4 0	m 3 40	0 3	
San.		un 10 19	3 8	m 4 17 a	0 0	
Mon.	7	m 10 57	3 8	m 1 56	0 11	
Pacs.	8	m 11 00 10 42 m	200	m 8 30	-0 S	

The height of mean era-level has been determined, from the tidal observations of 1887 and 1888, as 5.87 feet above zero of the tide-gauge at the Kewloon Tidal Observatory; and the Lower-water Ordinary Spring Tides, to which datum the heights in these Tables are rejerred, as 3.87 feet above zero.

The heights in the Tables marked with a minus sign (—) are below Lower-water Ordinary Spring-Tides, and should be subtracted from the constant given above.

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M. D. Ezckiel; Esq.
R. M. Gray, Esq. Hongkong, 12th August, 1895.

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DOCTOR'S TESTIMONY. "Routh Park, Cardiff, South Wales, Sept. 28, 1893.
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D. R. Bassoon, Esq.

N. A. Siebs Esq.

the rate of 2% per annum on the Daily balances.

CUN INSURANCE OFFICE, LONDON FOUNDED 1710. The Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current

SIEMSSEN & CO., Hongkong, 16th May, 1892 GENERAL NOTICE.

THAI ON MARINE INSURANCE COMPANY. LIMITED. CAPITAL SUBSCRIBED-\$1,000,000.

The above Company is prepared to Accept MARINE BISKS at Current Rates on Goods, &c. Policies granted to all-parts of the World payable at any of its Agencies. CHAN HE-WAN. Secretary.

> No. 42, BONHAM STRAND WEST. Hongkong, 23rd August 1895. TRANSATLANTICFIREINSURANCI

HEAD OFFICE:

COMPANY OF HAMBURG. 4. The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current

SIEMSSEN & CO. Agonts. : Hongkong, 16th November, 1872

THENIX FIRE OFFICE. On Current Account at the rate of 2 per Cent. The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO. For 6 months, 31 per Cent. per Annum. Agents for the Phoenix Fire Office. P. XX. This is the only authorised complete Hougkong, 17th August, 1887 TORTH BRITISH AND MERCAN Chief Manager. TILE INSURANCE COMPANY.

> TOTAL FUNDS AT 31ST DECEMBER. 1894, £11,671,018 2s. 2d.

AUTHORIZED CAPITAL £1,000,000. I.—Authorised Capital...23,000,000 & s. d. SUBSCRIMED CAPITAL ... 2,750,000 II.—Fire Funds......2,410,992 7 The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS sgainst FIRE at | CHOW TONG SHANG, EST. H. STOLTERFOUT, Esq. KWAN HOI CHUEN, Esq. Current Bates.

SHEWAN & CO., Hongkong, 13th July, 1895.

COTTISH METROPOLITA ASSURANCE CO.

(LIFE AND ACCIDENT). LIFE RATES 20 % Lower than those charged by most Companies. ACCIDENTS £2 PER ANNUM Secures £1,000

AUTHORIZED CAPITAL .....£1,500,000 (in case of Death by Accident.) £4 PER ANNUM Secures £1,000 in case of PAID UP .....£ 562,500 Death or Total Permanent Disablement by 3rd inst., at 8.30 p.m. Accident, and Weekly Payments of from £1.10 to £6 a week in case of Temporary Disablement. INTEREST allowed on Current Accounts at For Prospectus or further Particulars, apply to

> Agent. Hongkong, 18th June, 1894. YORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

-J-Y-V-VERNON.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current SIEMSSEN & CO. Hongkong, 29th May, 1895.

TYPHOON INSURANCE. NOTICE.

THOUSE-OWNERS, TRUSTEES, MORT-GAGERS, and Others interested in House Property are informed that Depositors may transfer at their option balances of \$100 or more to the Honomone AND BLANGHAL BANK to be placed on FIXED THE COMMERCIAL UNION ASSUR--ANCE COMPANY, LIMITED, For the HONGEONG AND SHANGHAI are prepared to accept Risks against LOSS or DAMAGE by TYPHOONS at moderate Rates. Chief Manager.

For Particulars, apply to WILLIAM MACBEAN, Local Manager, Hongkone Branch, Connaught House. Queen's Road Central

Hongkong, 2nd July, 1895.

FOR SALE

FOR SALE. CHAMPAGNE "MONOPOLE." HEIDSIECK & CO., REIMS. PURVEYORS TO THE IMPERIAL AND ROYAL COURT AT BERLIN AND TO THE IMPERIAL COURT OF RUSSIA. MONOPOLE RED SEAL (medium dry).

"see" RED FOIL (dry). DRY Do. (extra dry). CARLOWITZ & CO., Sole Agonts

For Hongkong, China, and Japan. Hongkong, 1st July, 1885. FOR SALE. HAS. HEIDSIECK'S CHAMPAGNE, 1889, WHITE SEAL.

\$32..... per case of I dozen quarts. \$34.....per case of 2 dozen pints. ED. KRESSMANN'S RED AND WHITE BORDEAUX WINES. C. G. HIBBERT & Co.'s

BOTTLED ALE & STOUT MAINZER BEER · in Quarts and Pints. SIEMSSEN & CO. Hongkong, 23rd April, 1895.

many other complaints. It is also the very best
D. L.R.C.P. and L.M. Edinburgh.
Anticoptic... Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIB LOZENGES.

PYRINE! Each Tin bears the Inventor's

RED WINE.

B LOZENGES.

DOR D E A U X W I N E.

1 doz. 2 doz.

2 doz.

2 doz.

2 doz.

2 doz.

3 bottles. 2 dos. -bottles Cra Wynbron...... \$3.50 \$4.50 St. Emelion ...... 4.00 . 5.00 "DERMATOL" is the best Vulnerary; its St. Estephe. 4.00 effect in stimulating the closing up of Wounds St. Julien Medoo .... WHITE WINE. Haut Sauternes ......84.50 Supplies constantly on hand at the China Ex-

BURGUNDY. RED WINE. Beaune ...... \$ 8.00 -\$ 9.00 Chambertin...... 12.00 13.00 WHITE WINE Macon \$ 8.00 .. 11.00 G. GIRAULT.

Hongkong, 26th July, 1895. TURNITURE WAREHOUSE.

LI KWONG LOONG, CABINET-MAKER AND ART DECORATOR. from Shanghai, has opened a FURNITURE STORE No. 3. WYNDHAM STREET.

The only Shop in Hongkong with this name

Where HIGH-CLASS FURNITURE of every description can be made to order in any Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Limited, and other leading Establishments in the Colony, to whom reference may be made us to the Superior Workmanship and Materials of

the Furniture, &c., supplied.

Messra A. S. Watson & Co. write as follows:— We have pleasure in stating that Mr. LI "KWONG LOONG furnished the Annexe "to our Dispensary and gave us every satisfaction. (8d.) "A. S. WATSON & Co., LIMITED."

ORDERS punctually attended to and CHARGES most moderate. AN INSPECTION INVITED. Hongkong, 4th February, 1895.

## VESSELS EXPECTE

THE ENGLISH MAIL The P. & O. steamer Kaisar-i-Hind left Singapore at 1 p.m. on the 1st inst., and may be expected here at 6 p.m. on Sunday next. THE CANADIAN MAIL.

Tho C. P. steamer Empress of China arrived at Yokohama from Vancouver at 7.30 a.m. on the 30th ult. and left at 3 p.m. for Hongkong, via Kobe, Nagasaki, and Shanghai, THE AMERICAN MAIL.

The O. & O. steamer Coptic, with the American mail, from San Francisco to the 12th ult. via Honolulu, has arrived at Yokohama, and leaves for this port this morning via Nagasaki. The P. M. steamer City of Rio de Janeiro, with the American mail, left San Francisco for this port via Yokohama and Nagasaki on the 24th ult THE INDIAN MAIL.

The steamer Arratoon Appear, from Calcutte, left Singapore for this port on the afternoon of

MERCHANT STRAMERS. The N. Y. K. steamer Miski Maru left Bombay for this port on the morning of the 20th ult. and is due here on the 11th inst. The P. & O. steamer Shanghai left Singaport for this port on the 27th nlt. at 4 p.m. The Austrian Lloyd's steamer Maria Teresa left Kobe for this port on the 29th ult. at day-The P. & O. steamer Sunda left London for

#### The P. & O. stepmer Malacca left London for this port direct on the 21st ult, POST-OFFICE NOTICE.

this port direct on the 7th ult.

PEAR DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Bexes at Peak will be cleared at 12.30 and 4 p.m. The Postal Guide for 1895, revised to date,

will be found in the Chronicle and Directory,

18 Summary of Postal information published in The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected

to a much later hour than that given below. A MAIL WILL CLOSE For Hollow and Singapore.-Per Cassius, to day, the 2nd inst., at 9.30 A.M. For Hoikow, Singapore and Bangkok,-Per Per Hoillow and Haiphong.—Per Hanoi, to.

day, the 2nd inst., at 10.30 A.M. For Shanghai, Nagasaki and Kobe.-Per Formosa, to-day, the 2nd inst., at 10.30 A.M. For Singapore, London and Hamburg.—Per Carmerthoushire, to-day, the 2nd inst., at

For Yokohama and Kobe.—Per Argyll, today, the 2nd inst:, at 8.30 P.M. -Per Saigen .- Per Picciola, to-day, the 2nd inst., at 3.30 P.M. For Saigon.-Per Holstein, to-day, the 2nd inst., at 4.30 P.M. For Singapore, Colombo and Rombay .- Por Azamor, to-morrow, the Srd inst., at 11.30 A.M. For Swatow, Amoy and Foochow.-Per Haitan, to-morrow, the 3rd inst., at 11.30 A.M.
For Shanghai.—Per Canton, to-morrow, the

For Manila, -- Per Yuensang, to-morrow the 3rd inst., at 4.30 P.M. For Tientsin .- Por Nanchang, to morrow, the 3rd inst., at 5.00 P.M.

For Swatow and Bangkok -- Per Donar, tomorrow, the 3rd inst., at 5.00 P.M. For Swatow, Singapore and Bangkok.—Per Phranang, to-morrow, the 3rd inst., at 5.00 P.M.
For Nagasaki and Kobe.—Per Brindisi, on Friday, the 4th inst., at 11,30 A.M. For Straits and Bumbay. Per Bisagno, on Friday, the 4th inst, at 11.30 A.M.

For Singapore, Penang and Calcutta.-Per Wingsang, on Saturday, the 5th inst., at 2.30 P.M. For Shanghai, Kobe, Yokohama, Victoria, B.C., and Tucoma.—Per Hankow, on Tuesday, the 8th inst., at 11.30 A.M. .For Singapore.—Per Frigga, on Thursday, the 10th inst., at 3.30 P.K.

For Nagasaki, Kobe and Yokchams,-Per Ravenna, on Friday, the 11th inst., at 11.30 A.M. For Singapore and London.—Per Glenshiel, on Saturday, the 12th inst., at 3.30 P.M. For Singapore.—Per Glenearn, on Thursday, the 24th inst., 3.30 r.m.

MAILS BY THE CANADIAN PACIFIC RAIDWAY CO.'S PACKET. The Canadian Mail Packet Empress of Japan will be despatched on WEDNESDAY, the 2nd October, with Mails for Shanghai, Japan, the United States, Canada, &c., which will be closed as follows:--entral 10.00 A.M. Registry coases.
1374 11.00 A.M. Post Office closes, but correspondence.

may be posted on board the Packet with the Late Fee of 10 cents extra postage until time of departure.

MAILS BY THE FRENCH PACKET. The French Contract Packet Natal will be despatched on WEDNESDAY, the 2nd Oct., with Mails to the United Kingdom, Europe, and places beyond, via Marseilles; to Saigen, Straits Settlements, Batavia, Barmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS. When the Packets leave at Noon. The following hours will be observed in closing

the mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 P.M. the 8.00 A.M.—Posting of Prices Current and Cir-(Prices Current and Circulars may, however, be

posted up to 10 o'clock if they are tied in bundles country by country, with the addresses all one way.) 10.00 A.M.—Registry ceases: 10:30 A.M.-Posting of newspapers, books, and patterns ceases. 11.00 A.M.-Mail closes. LATE LETTERS may be posted (from 11.10. A.M.) with 10 cents late fee up to 11.80 A.M., after which hour they may be sent on board

# with the same late fee.

Cures Boils, Eruptions, Pimples, and improves digestion, invigorates the system, enriches the blood, removes aches and pains, produces refreshing sleep, dispels melancholy and nervousness, and builds up both flesh and strength, It is a logitimate medicinal blood purifier, and its marvellous remedial results are due to its superior composition. Don't be put off with some worthless compound recommended. to be "just as good.

50 doses in a Bottle.

Small Doso-Small Price GRIMAULT & CIE.—Paris

A, S. WATSON & Co,-Hongkong.

NTOT RESPONSIBLE FOR DEBTS Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RFSPONSIBLE, for any DEBT contracted by the Officers or the Crews. of the following Vessels during their stay in Hongong Harbour :---ADAM W. SPIES, Amr. bk., Field-Order. Cassius, Ger. str., Unruh-Lauts, Wogener

CAMBUSDOON, Brit. str., MacDonald-Wieler Induanan, German str., Piper-Chinese. MOUNT LEBANON, Brit. str., Hendry-Order. P. N. BLANCHARD, Amr. bk., Blanchard-Siemssen & Co.

WM. LE LACHEUE, Brit. bk., Maddex-

MONSIGNEES per Company's Steamer "PALAMED" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will CONSIGNEES of Cargo from London ex

roady for delivery from Craft or Godown on Ville d'Arras, Ville de Marcelle, and Marie, examined at 11 a.m. on the 4th October. BUTTERFIELD & SWIRE,

Aronts. Hongkong, 25th September, 1895. NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "KARLSRUHE." FIRE above-named stenmer having arrived Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Optional Cargo will go on to Shanghai unless notice to the contrary be given before 4 d'elock

THIS AFTERNOON. No Claims will be admitted after the Goods have left the Godowns, and all Goods romaining undelivered after the 2nd October will be sub-

All broken, chafed, and damaged Goods are to be left in the Godowns; where they will be examined on WEDNESDAY, the 2nd October, at All claims must reach us before the 7th October, or they will be not recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by MELCHERS & CO.

Hongkong, 25th September, 1895. FROM HAMBURG, PENANG, AND - IIIE Steamship

> KRIEMHILD," Captain Forck, laving arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

> to the contrary be given before Noon To-DAY. landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th October will be sub-

All broken, chafed, and damaged goods are examined on the 4th October, at 3 P.M. No Fire Insurance has been effected. SIEMSSEN & CO..

Hongkong, 27th September, 1895. OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consumoes' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst. Goods undelivered after the 6th Oct. will be

subject to Rent. All damaged Goods must be left in the Godowns, where they will be examined BUIL A.at. on the 7th October. BUTTERFIELD & SWIRE. Hongkong, 28th September, 1895.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship "BRINDISI," FROM BOMBAY, AND STRAITS.

Consignees of Cargo by the above-mained vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowas at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This ressel brings on Cargo :-From Persian Gulf exass. Mobile and Kilwa From Madras, ex s.s. Secundra. Optional goods will be landed here unless instructions are given to the contrary before Goods not cleared by the 5th October, at

P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged packages must be left in the Godowns and notice of same given to the un. PERU darsigned, when a representative of this Office will attend to examine thom at 10 A.M. on the

4th and at 10 A.M. on the 5th preximo, after which no claims will be recognised. ALF. WOOLLEY. Acting Superintendent. Hongkong, 28th September, 1895.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPQRE. FIHE Company's Steamship,

"WINGSANG' having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. of the 2nd proximo will be landed at Consignees' risk and expense into the

Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 30th September, 1895.

NAVIGAZIONE GENERALE ITALIANA (FLORICAND RUBATTING UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. HE Steamship BISAGNO"

having arrived from the above ports. Consignous of Cargo by her are hereby informed that their goods are being builded at their risk into the Godowns of the Wanchai Warehouse and Storago Co., Limited, Wanchai, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before on application.

Goods remaining in the Godowns after the 4th October will be subject to rent.

Agents. Hongkong, 80th September, 1895.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

"FORMOSA," FROM LONDON, BOMBAY AND

STRAITS. Consigness of Cargo by the above named being landed and placed at their risk in the address in full; value of same is required. Hongkong and Kowlcon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as seen as the

goods are landed. Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY, 30th inst. Goods not cleared by the 7th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged puckages must be left in the Godowns and notice of same given to the THE 100 Al British Billy undersigned, when a representative of this Office will attend to examine them at 10 A.M. on the

ALF. WOOLLEY. Acting Superintendent. Hongkong, 30th September, 1895.

no claims will be recognised.

NOTICE TO CONSIGNEES STEAMSHIP "FRNEST SIMONS." COMPAGNIE DES MESSAGERIES MARITIMES.

lie at Consignoes risk. The Cargo will be S.S. Cambodge, from Bordeaux ex S.S. in connection with above Steamer, are hereby Goods undelivered after the 3rd October will informed that their Goods, with the excepbe subject to Rent. All damaged Goods must tion of Opium, Treasure, and Valuables, are be left in the Godowns, where they will be being landed and stored at their risks into the Godowns of the Hongkong and Kowlcon Wharf and Godown Company, Limited, at Kowloon, who needelivery may be obtained in-Optional Cargo will be forwarded on unless intimation is received from the Consignors be-

fore Noon, To DAY, the 30th inst, requesting it to be landed here. Bills of Inding will be countersigned by the Goods remaining unclaimed after MONDAY, the 7th October, at Noon, will be subject to rant and landing charges.

All-Claims must be sould in to mo on or before MONDAY, the 7th October, or they will not be All Damaged Packages will be examined on MONDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected. C. TOURNAIRE. Acting Agent. Hongkong, 30th September, 1895.

VESSELS ON THE BERTH "SHIRE" LINE OF STEAMERS FOR LONDON, HAMBURG, AND ANTWERP.

HE Steamship CARMARTHENSHIRE,"
Captain Sincock, will be despatched for the above ports TO-DAY, the 2nd October, at Noon, instead of as previously advertised.

For Freight or Passago, apply to DODWELL, CARLILL & CO., Agonts. Hongkong 26th September, 1895. [1640] COMPAGNIE DES MESSAGERLES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR LOMBO. AUEN AND BLACK SEA PORTS,

ALEXANDRIA MARSEILLES, LONDON, HAVRE, AND BORDEAUX.

PORTS OF BRAZIL AND LA PLATA N WEDNESDAY, the 2nd October. a be left in the Godowns, where they will be 1895, at Noon, the Company's Steamship "NATAL," Commandant Vorron, with Mails, Passengers, Specie, and Cargo will leave this Port for the above places. Cargo and Specie will be registered for Lon-don as well as for Marseilles, and accepted in transit through. Marseilles for the principal

places of Europo. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcols until 3 r.m. on the 1st Outober. (Parcels are not to be sent or board; they must be left at the Agency's Office.). Contonts and Value of linekages are required. For further Particulars, apply at the Com-

C. TOURNAIRE, Acting Agent. Hongkong, 19th September, 1895,

OCEAN STEAMSHIP COMPANY. FOR SHANGHAL VIA AMOY. for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN,

HANKOW, and Powrs on the YANGTSZE). THE Company's Steamship Captain Jackson, will be despatched as above TO DAY, the 2nd October.

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Hongkong, 30th September, 1895. U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG.

(via Nagasaki, ) Tuesday, Oct. 8-Inland Sea, and Yokoat Noon. CITY OF RIODE JANEIRO

(via Nagasaki, Kobo, (BATUEDAY, Oct. 26, Inland Son, and Yokoat NOON. CITY OF PERING (via)

Nagasaki, Kobo, Inland ( SATURDAY, Nov. 16, Sea, Yokoluma, and ( at Noon. Honolulu). FIRE "U. S. Mail Steamship "PERU

will be despatched for SAN FRAN CISCO, YIA NAGASAKI, INLAND SEA and YOKOHAMA, on TUESDAY, the 8th October, at Noon, taking Pussengers and Freight for Japan, the United States, and

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point on route. -Through Passage Tickets granted to England, France, and Germany by all trans-Atlanti-

ines of stemmers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC. UNION PACIFIC, DENVER AND RIC GRANDE

and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate: Passengers holding orders for OVER-

LAND CITIES in the United States have. between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific. Union Pacific, DENVEE and Rio GRANDE and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had

noon on the 3rd October, or they will not but Special rates (first class only) are granted to Missionaries, members of the Navel, Military, Captain Hannah, will be despatched TO No Fire Insurance has been effected, and gay Diplomatic, and Civil Services; to European officials in service of China and Japan, and to Government officials and their families. CARLOWITZ & CO. \_ Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities. of the United States, via Overland Railway, to NAVIGAZIONE GENERALEITALIANA Havana, Trinidad, and Demerura, and to ports (Fronio & Rubattino United Companies.) in Merico, Central and South America, by the Company's and confecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same vessel are hereby informed that their goods are day; all Parcel Packages should be marked to

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company,

No. 7, Praya Central. J. S. VAN BUREN, Agont. Hongkong, 2nd October, 1895. FOR SAN FRANCISCO.

LYNDHURST 4th and at 10 A.M. on the 5th prox., after which Martin, Master, will load here for the above. port and will have quick despatch: For Freight, apply to

SHEWAN & CO. Hongkong, 26th May, 1895.

VESSELS ADVERTISED AS LOADING. TO BE DESPATCHED. FOR EBEIGHT APPLY TO DESTINATION. VESSEL'S NAME. On loth inst, at Noon, P. & O. B. N. Co Rosetta. Brit str Wright, R.1 LONDON, &c.... Jardine, Matheson & Co. On or shout 24th inst. LONDON YIA BUZZ CANAL. Glenearh Brit str. Murray Jardine, Matheson & Co. On or about 12th inst. LONDON VIA SURT CANAL. Glenstiel Jones : Butterfield & Swire To morrow. LONDON MA SUEZ CANAL Напива Tantalus Arnhold, Karberg & Co. On or about 10th inst. LONDON & HAMBURG Baker ... Conch On or about 18th inst. P. & O. S. N. Co. Bom bay Belt. etr. Dodwell, Carlill & Co. To-day, at Noon. Sincock Carmarthenshire. Brit. etr. LONDON, H'BURG & ANTWERP On 14th inst., at 3 P.M. Melchers & Co. Ger. str. Wetten BREMEN & PORTS OF CALL On 10th inst., at 4 P.M. Siemasen & Co. Cor. str. V 030 .... HAVRE, & H'BURG VIA S'PORE. Messageries Maritimes To-day, at Noon. Verroit Fron. str. MARSEILLES VIA SAIGON &C To-day, at Noon. Canadian Pacific R. C. Empress of Japan Brit str. Lee, B.N.L. VANCOUVER, VIA S'HAI, &C. On Sth inst., at Noon. Dodwell, Carlill & C VICTORIA B.U., &c., v. Y'HAMA Brit. str. On 15th inst. Shewan & Co. Brit, str. ORTLAND, OREGON v. KOBE, &c. Mount Lebanon. On 17th inst. at Noon SAN FRANCISCO VIA Y'HAMA O. & O. S. S. Co. Brit. str. On 8th inst. at Noon. P. M. S. S. Co. Amer. Bir. SAN FRANCISCO VIA Y HAMA-Quick despatch. Shewan & Co. Brit the Martin Lyndhurst BAN FRANCISCO on or about 5th inst. Dodwell, Carlill & Co Saw .. Brit. atr. C. Energia. NEW YORK VIA SUME CANAL Quick despatch Field Carlowitz & Co. J. Amor bk. Adam W. Spice NEW YORK Quick despatch. Arnhold, Karberg & P. N. Blanchard Blanchard Amor. sh. NEW YORK Onick despatch. Siemssen & Co. Nichols Wandering Jew Amer. bk. Quick despatch. Siemseen & Co. Brit. bk. Shimmir Engelhorn Quick despatch. Carlowitz & Co. Clifford, Amer. sh Quick despatch. Brit. sh. Renter Brockelmann & Co. Troffy Celesto Burrill NEW YORK On or about 17th inst. P. & O. S. N. Co. Brit. str. Canton Sydney, Melbourne Adelaide, & On 10th inst., at 3 P.M. SYDNEY, MELBOURNE. &c. Butterfield & Swire Brit. str. Changsha P. & O. S. N. Co. On 4th inst., at Noon. NAGASAKI & KOBE: Brit. str. P. & O. S. N. Co. On 11th inst., at Noon. Brit. str. YOKOHAMA, VIA N'BAKI & KOBE Ravenna To-morrow. Butterfield & Swire **УОКОНАМА & КОВЕ** Duncan Brit. str. Argyll

Brit. str.

Brit. str.

Brit. str.

Brit. str.

Brit. str.

Brit, Ber.

Brit. etr.

Brit. etr.

Brit. str.

Aus. str.

Ital. str.

Brit, str.

Nelson, R.

Jackson

Sellar .

Roach

Nicholls

Dodero.

Young.

Gheramani

Finlayson

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Taiyuan

Nanchang

Shanghai

Formosa

Barpedon

Canton ...

Kaisar-i-Hind

Azamor.....

Maria Teresa.

Bisagno ......

Haitan .....

Wingsang

YOKOHAMA & KOBE

SHANGHAI...

CHEFOO & TIENTSIN.

S'HAI, N'SAKI, KOBE & Y'HAMA...

SHANGHAI, NAGASAKI & KOBS.

SHANGHAI VIA AMOY ....

HANGHAI DIRECT

SWATOW. AMOY & FOOCHOW:

BOMBAY, v S'PORE & COLOMBO

STRAITS, COLOMBO & BOMBAY

STRAITS & BOMBAY, &c...

STRAITS & CALCUTTA ::

MANILA DIRECT ...

STEAMERS Freight or Passage. (Passing SHANGHAI, NHARI & KOBE... FORMOSA... Noon, 2nd Oct. through the INLAND SEA).

NAGASAKI & KOBE ...... BRINDISI Noon, 4th October Freight or Passage. S'HAI, N'SAKI, KOBE & Y'HAMA. SHANGHAI. About 4th October & Freight or Passage: 

Y'HAMA, VIA N'SAKI & KOBE.... RAVENNA .. Noon, 11th Oct... {Freight or Pessage. (Passing through the INLAND SEA). STONEY, M'BOURNE, ADELAIDE | CANTON About 17th Oct. Freight or Passago.

VIA TORRES STRAITS BOMBAY ... About 18th October ... Freight or Passage. LONDON For Further Particulars, apply to ALF. WOOLLEY, Acting Superintendent.

Hongkong, 1st Outober, 1895. CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. PUNCTUALITY Twin Scrow Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.) EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, B.N.R. ... WEDNESDAY, 2nd Oct., 189 EMPRESS OF CHINA Comdr. B. Archibald, B.N.B. WEDNESDAY, 30th Oct., 189, (Taking Cargo and Passengers at through rates EMPRESS OF INDIA: Comdr. O. P. Marshall, R.R.R., WEDNESDAY, 27th Nov., 1895

> FIHE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 WHE Steamship DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL. TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifar, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionatics, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100. The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS of the Freight Agent. Northern Pacific Railsecond to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL road, Tecems, World. TRAINS (the Company having received the highest award for same at recent Chicago World) Exhibition), and the diversity of MAGNIFICENT MOUNTAIN, AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled: For further information, Taps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Pedder Street.

For Freight or Paesage, apply to JARDINE, MATRESON & CO.,

TION COMPANY.

(UNDER MAIL CONTRACT WITH THE

AUSTRIAN GOVERNMENT).

SEA. LEVANT, and ADREATIC PORTS.

To NATAL, EAST LONDON, PORT ELIZABETH

and CAPE TOWN.)

"MARIA TERESA."

Cargo will not be received on board after

For further information as to Passage and

Hongkong, 1st October, 1895.

HAMBURG.

FOR SINGAPORE, HAVRE, AND

sufficient inducement offers.)

AMSTERDAM, ROTTEEDAM, LIBBON, OFORTO,

"FRIGGA,"

for First and Second Class Passengers and

For Freight or Passage apply to SIEMSSEN & CO.,

Hongkong, 1st October, 1825.

Agents.

(Taking Cargo at through rates to ANTWEEP,

LONDON, LIVEBPOOL, and BREHEN.)

THE Steamship

SANDER & CO.,

Agents.

Hongkong, 30th September, 1895.

TRIESTE.

Freight, apply to

THE Company's Steamship

3 P.M. prior to date of sailing.

General Managers.

Hongkong, 5th September, 1895.

VESSELS ON THE BERTH VESSELS ON THE BERTH INDO-CHINA STEAM NAVIGATION CHINA NAVIGATION COMPANY, COMPANY, LIMITED. LIMITED. FOR CHEFOO AND TIENTSIN. FOR MANILA (DIRECT). THE Company's Steamship HE Steamship

"NANCHANG," "YUENSANG." Captain Finlayson, will be despatched TO-Captain W. Waddileve, will be despatched MORROW, the 3rd inst., at 10 A.M. above TO MORROW, the 3rd October, at For Freight or Passage, apply to BUTTERFIELD & SWIRE, This steamer has superior accommodation for Agents. First-class Passengers.

Hougkong, 2nd October, 1895. For Freight or Passage, apply to JARDINE, MATHESON & CO., FOR BOMBAY VIA SINGAPORE AND General Managers. Hongkong, 30th September, 1895. COLOMBO (Calling at PENANG if inducement offers.) INDO-CHINA STEAM NAVIGATION FIHE Steamship

COMPANY, LIMITED. "AZAMOR" FOR SINGAPORE, PENANG, AND Captain H. Nicholls, will be desputched as above at Noon, TO MORROW, 3rd Outober. CALCUTTA. THE Company's Steamship For Freight or Passage, apply to NIPPON YUSEN KAISHA WINGSANG."

Hougkong, 23rd September, 1895. Captain J. Young, will be despatched as above on SATURDAY, the 5th inst, at 3 P.M. FOR YOKOHAMA AND KOBE. HE Steamship

"ARGYLL" Captain Duncan, will be despatched TO-MORROW, the 3rd inst. For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 2nd October, 1895.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Steamship

"TANTALUS." MORROW, the 3rd October. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th Soptember, 1895.

STEAM FOR SINGAPORE, PENANG, AND BOMBAY. having connexion with Company's Mail Steamer to ADEN, SUEZ, POET SAID MESSINA, NAPLES (LEGHORN) VENICE, TRIESTE, and GENOA; al MEDITERRANEAN, ADRIATIC PORTS, LEVANTINE, and SOUTH AMERICAN FORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN ( ILF and BAGDAD. BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA. THE Steamship

"BISAGNO," Captain Dodero, will be despatched as above on FliIDAY, the 4th October, at Noon, At Bombay the Steemers are discharging in This Steemer has superior accommodation VIOTORIA DOCK. For further Particulars regarding Freight carries a Doctor and a Stewarders. and Passage, apply to CARLOWITZ & CO.: Agents. Hongkong, 24th September, 1895.

VESSELS ON THE BERTH "MOGUL" LINE OF STEAMERS FOR NEW YORK VIA SUEZ CANAL HE Steamship

Jardine, Matheson & Co. On 5th inst., at 3 r.M.

Jardine, Matheson & Co. To-morrow, at 5 P.M.

On or about 7th inst

To-morrow, at 10 A.M.

To-morrow, at Noon.

On or about 5th fust,

On 4th inst. at Noon.

Butterfield & Swire

Butterfield & Swire

P. & O. S. N. Co.

P. & O. S. N. Co.

Butterfield & Swire

P & O. S. N. Co.

Bander & Co.

Carlowitz & Co.

Donglas Lapraik & Co.

Nippon Yusen Kaisha

"ENERGIA." Captain Saw will be despatched for the above For Freight or Passage, apply to DODWELL, CARLILL & CO., Hongkong, 20th September, 1885.

STEAMSHIP AND RAIDROAD COMPANIES. VIA INLAND SEA OF JAPAN. THE attention of passengers is directed

NORTHERN PACIFIC.

the very chesp rates affered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN UITIES of the UNITED STATES and CANADA and to EUROPE. HONGKONG TO LONDON \$400. Excellent accommodation. First class Table.

DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent Magnificent Scenery of the ROOKY and CASCADE MOUNTAINS The YELLOWSTONE NATIONAL PARK TOUGH Passengers to EUROPE may sproceed by oue of the first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application

ment Services. PROPOSED SAILINGS FROM HONGEONG

(Subject to Alteration) HANKOW 3,594 | Tuesday Ca | Oct. 8 VICTORIA ...... 8,167 | Tuesday .... | Nov. 19 \*STRATHNEVIS | 3,574 | Tuesday | Dec. 10 HANKOW 3,594 | Tuesday ... | Dec. 31,

Special rates allowed to members of Govern-

HANKOW." Captain Orr, sailing at Noon, on TUESDAY, 8th October, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, IN LAND, SEA, KOBE, and YOKOHAMA. Through Bills of Lading issued to Japan Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to

For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents. Hongkong, 19th September, 1895.

CHINA NAVIGATION COMPANY LIMITED.

FOR PORT DARWIN QUEENSLAND PORTS, SYDNEY, AND MELBOURN THE Company's Steamship "CHANGSHA?"

Captain Williams, will be despatched THURSDAY, the 10th October, at 3 p.m. The attention of Passengers is directed to Superior Accommodation offered by Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire vovage A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 30th September, 1895. THE PENINSULAR AND OBJENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND

LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA. PERSIAN GULF. CONTINENTAL AND AMEBICAN PORTS.

AUSTRIAN LLOYD'S STEAM NAVIGA-HE Steamship "ROSETTA." Captain G. K. Wright, R.N.R., carrying Her Majesty's Mails, will be despatched from this TEAM FOR SINGAPORE, PENANG for BOMEAT on THURSDAY, the 10th COLOMBO, BOMBAY, KURRACHEE OCTOBER, at NOON, taking Passengers and ADEN SUEZ HORT SAID Cargo for the above Ports. BRINDISI, VENICE, FIUME, AND (Taking Cargo at through rates to CALCUTTA MADRAS, PERSIAN GULF, RED SEA, BLACK

Silk and Valuables, all Cargo for France, and Tes for London (under arrangement) will be transhipped at Colombo into a steamen proceeding direct to Marscilles and London: Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required: Shippers are particularly requested to note the terms and conditions of the Company & Bills Captain V. Gherzmann; will be despatched as of Lading.
above on or about SATURDAY (P.M.), the 5th For further For further Particulars, apply to ALF. WOOLLEY,

Acting Superintendent. Hongkong, 27th September, 1895, "SHELL" LINE OF STEAMERS FOR LONDON AND HAMBURG. HE Company's Steamship

Captain E. S. Baker, will be despatched as above. (Calling at Naples for landing Passengers if on or about the 10th October. For Freight of Passage, apply to ARNHOLD, KARBERG & CO. Hongkong, 21st September, 1996. GLEN" LINE OF STEAM PACKETS

CANCONCH!

Captain J. Voss, will be despatched for the FOR LONDON VIA SUEZ CANAL. above ports on THURSDAY the 10th Oct. / THE Steamship "GLENSHIEL." Captain R. D. Jones, will be despatched as above. on or about SATURDAY, the 12th October.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agente. Hougkong, 25th September, 1895. [2011

PREUSSEN ..... On 14th inst. SACHSEN To-morrow, at 10 A.M. On or about 4th inst. To-day, at Noon. ON MONDAY, the 14th day of October, 1895, at 8 P.M., the Company's Steamship "KARLSRUHE," Captain P. Wetten, with Jardine, Matheson & Co. To-morrow, at 4 P.M.

> CARGO, will leave this Port as above, CALLING at Naples and Ganox. Shipping Orders will be granted till Noon on SATURDAY, the 12th October, Cargo and Specie will be received on Board until Noon on MONDAY, the 14th October, and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 13th October Contents of Packages are required. No Parcel Receipts will be signed at less than \$2.50 and Parcels should not exceed Two Foot Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

MAILS. PASSENGERS, SPECIE, and

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR

PORT SAID

SINGAPORE, COLOMBO, ADEN. SUEZ

NAPLES GENOA, ANTWERP,

CARREMEN AND HAMBURG

PORTS IN THE LEVANTE, BLAC

SEA AND BALTIC PORTS

CONDON, NEW YORK, BOSTON, BAL

TIMORE NEW ORLEANS,

PORTS.

SOUTHAMPTON TO YAND PASSENGERS

N.B.-CARGO CAN BE TAREN ON THEOUGH

PROPOSED SATLINGS FROM HONGKONG.

(STUDECT TO ALTERATION).

PRINT HEINEIGH Monday 11th Nov.

BILLS OF LADING FOR THE PRINCIPAL

Monday ... | 14th Oct.

Monday ...

AND LUCCACE.

GALVESTON, AND SOUTH AMERICA

A180

PLACES IN RUBBIA:

KARLSRUHE

For further Particulars, apply to MELCHERS & CO. Hongkong, 23rd September, 1895. OREGON RAILWAY AND NAVIGA-TION COMPANY'S PACIFIC STEAMSHIP LINE

Linen can be washed on board.

CHINA AND JAPAN. PROPOSED SAILINGS FROM HONGKONG, 1895. (Subject to Alteration.) MOUNT LEBANON Theeday 115th Oct. ALTHORE Saturday 16th Nov. TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THEOUGH RATES.

HE Steamship "MOUNT LEBANON" will be despatched hence for PORTLAND. OREGON via KOBE and TOKOHAMA, on the 15th October

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, For further information as to Passage and reight, apply to SHEWAN & CO.

Hougkong, 28th September, 1895 OUCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING

VIA INLAND SEA OF JAPAN AND HONOLULU:

STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. COPTIC: (vis Nagasaki, ) THURSDAY, Oct. 17, Kobe, Iuland Ses, and | 1895, at NOON 1895, at Noon. Yokohama)

GAELIC (vis Nagasaki, TUESDAY, Nov. 5, Kobe, Inland Sen, and 1895, at NOON. Yokehama)

FIHE Company's Steamship, "COPTIO will be disnatched for SAN FRAN-CISCO, eta NAGASARI, KOBE, INLAND SEA, and YOKOHAMA, on THURSDAY, the 17th October, 1805, at Noon, connection being made at Yoki liams with Steamers from Shanghai.

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO. LULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionsries, members of the Naval, Military Diplomatic and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to Urough fures from China and Japan to Europe.

All PARCEL PACKAGES should be marked to oddress in full; and same will I received at the Company's Office until Five P.M. the day pre- Cambusdoon, British bark, 1,522, MacDonald, vious to sailing. Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs. For further information as to Freight or

Passage apply to the Agency of the Company No. 7, Praya Central. J. S. VAN BUREN, Agent. Hongkong, 27th September, 1895. FOR NEW YORK.

FIRE 3/8 A.L.L American Ship "BAINT JAMES. Clifford; Master, will load here for the above port and will have quick despatch. For Freight, apply to CARLOWITZ & CO.

Hongkong, 21st September, 1895.

Hongkong, 10th August, 1895.

FOR NEW YORK.

/ HE 3/8 L.I.I. American Bark "ADAM W. SPIES." Field, Muster, will load here for the above port and will have quick despatch. For Freight, apply to CARLOWITZ & CO.

FOR NEW YORK. HE 3/3 L.I.I. British Ship the street of the state of the street of the "CELESTE BURRILL"

Trofry, Muster, is now loading for the above port and will have quick despatch. For Preight, apply to CREUTER, BROCKELMANN & CO. Hongkong, 23rd September, 1895.

VESSELS ON THE BERTH

stern to natal and cape ports THE NATAL DIRECT LINE PROM CALOUTTA

(MESSRS, BULLARD, KING & CO.'s LINE.) THE Undersigned having been appointed GENERAL AGENTS in OBJEK and JAPAN for the above Dane are prepared to issue THROUGH BILLS of LADING for NATAL. EAST LONDON PORT ELIZABETH, MOSSEL BAY, CAPE TOWN, DELAGOA BAY, and BELLA. Transhipment will be made at CALCUTTA. Next saling from CALCUTTA, S.S. UMKUZI, about end of September, to be followed by the S.S. "CONGELLA" on the 25th October.

THE COMPANYS STRANGES WILL CALL AT For Preight and further Particulars, DODWELL, CARLILL & CO., General Agents for China and Japan. Hongkong, 26th August, 1895. FOR NEW YORK.

HE + 100 A.I. British Bark ENGELHORN," Captain R. Shimmin, will load here for the above port and will have quick despatch. For Freight, apply to SIEMSSEN & CO. Hongkong, 6th September, 1895.

Monday ... 9th Dec. FOR NEW YORK. 6th Jan THE 3/3 L.I.I. American Ship Monday 3rd Feb. "P. N. BLANCHARD." Blanchard, Master, is now loading for the above. port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO. Hongkong, 6th Soptember, 1895. FOR NEW YORK. HE 3/3 L.I.I. American Bark "WANDERING JEW,

Captain Nichols, wilbload-here for the above port and will have quick despatch. For Freight, apply to Hongkoug, 6th September, 1895. TALATINE INSURANCE COMPANY LIMITED.



FOR FIRE AND ACCIDENT INSUBANCES. A.H. RENNIE. SHIPPING IN PORT.

HONGKONG. STEAMERS. Activ. Danish steamer, 355 Storm, Sept. 24. A. R. Marty Amur. British steamer, 540, Mears, Sept. 28, Villa Topos & Co Argyll, British str., 1,886, Duncan, Sept. 21, Butterfield & Swire Ajjako Maru, Jup. str., 1,885, Assi, Bept. 22, Mitsui Bussan Kaiska Azamor, British str., 2,005, Nicholls, Sept. 28, Nippon Yusen Koisha Benfala, British str., 1,767, Filmer, Sept. 28, M. B. Kuisha Bisagno, Italian str., 1,498, Dedero, Sept. 28, Brindisi, British str., 2:255, Peters, Sept. 28, P. & O. S. N. Co TAKING CARGO AND PASSENGERS Cormarthenshire, British str., 1,887, Sincock, Sept. 28, Dodwell, Carlill & Co Cassius, German steamer, 1,504, Unruh, Sept. 5, Lauta, Wegener & Co Cosmopalit, German str., 552, Holtz, Oct. 1, Wieler & Co Dayswongee, Brit. atr., 1,057, Perkes, Sept. 24, Yuen Fat Hong. Donar, Ger. str., 1,015, Grundmann, Sept. 28, Butterfield & Swire Empress of Japan, British etc., 5,904, G. A. Lee, Sept. 17, C. P. R. Co

Fatshan, British str., 1,425; R. L. Blight, H., C., & M. Steamboat Co., for Canton Fookseng, British str., 981, Anderson, Sept. 30, Jardine Matheson & Co Formoso, British str., 2,615, Bishop, Sept. 30, P. & O. S. N. Co Haitsir, British steamer, 1,182, Reach, Oct. 1, Douglas Lapraik & Co Hankow, British steamer, 2,325, Orr, Sept. 24, Dodwell, Carlill & Co. Hankow, British str., 2 235, Dick, Butterfield & Swite, for Canton Hanoi, French str., 732, Choliko, Sept. 28, A. R. Marty Helene Rickmers, German str., 2,008, Relbelmandt, Aug. 31, Meichers & Co Houngshan, British str., 1.054, W. E. Clarke, H., C. & M. Steamboat Co., for Macao Holstein, German etr., 267, Bruhn, Sept. 30, Wieler & Co Honam, British str., 1,314, G. B. Lefavour, H., C. & M. Steamboat Co., for Canton Ingraban German steamer, 794, Piper, Sept. 22, Jacob Christensen, Norw. str., 1,085, Hansen, Sept 27, Order Luebeck, Ger. str., 1,078, Horrassowitz, Oct. 1. Malchers & Co

Mount Lebanon, British str., 1,555, Hendry, Sept. 10. Order Nanchang, Brit. str., 1,062, Finlayson, Sept. 25, Butterfield & Swire Natal, French steamer, 2,455, Verror, Oct. 1; Messageries Maritimes Ocampo, British str., 1,311, Hawkins, Oct. 1, Wieler & Co. Pere, Amr. str., 8,528, Friels, Sept. 28, P. M. Phra Nang, Brit. str., 1,021, Walter, Sept. 29, Butterfield & Swire Picticle, German steamer, 875, Hass, Sept. 27, Malchers & Co Powen, British str., 1,84? S. W. Goggin, H., C. & M. Steamboat Co., for Canton Siam British steamer, 992, Merser, Sept. 27. Bradiev & Co

Tetartos, German str., 1,815, Dinse, Sept. 24,

Wingsang, British str., 1,517, Young, Sept. 30,

Jardine, Matheson & Co.

Siemsen & Co

Yuensang, British str., 1106, Werldilove, Oct. 1 Jarding Matheson & Co BAILING VESSELS. Adam W. Spies, Amr. bark, 1,171, Field, Aug. Sept. 13. Wieler & Co Celeste Burrill, British ship, 1,764, Treiry, Sept. 21, Reuter, Brokelmann & Co Engelhorn, British ship, 2,574, Shimmins, Sept. 7. Standard Oil Co. Fred P. Litchfield, Amr. bk., 1,042, Chadbourn, Aug. 3, Order Gartha, Norw. bark, 541, Tengelsen, Sept. 5, Geo. F. Manson, Amr. bark, 1,353, Crack, July Japan, Italian bark, 396, Anderson, Sept. 11, Kitty, British bark, 803, Herd, Sept. 23, Butterfield & Swire Lothair, Italian bark, 993, Caupaza, Aug. 27, D. Musso Lyndhurst, British 4-m, ahip, 2,294, Martin, July 26; Gibb, Thivingston & Co Matterhorn, British bk., 1,839, Williams, Aug. 31: Standard Oil Co Nam Shun Sing, Chinese 3-m. sch., 368, Cheang Sang, Aug. 21, Chinase P. N. Blanchard, Amr. bark, 1,503, Blanchard, Ang. 22, Biemssen & Co Saint Louis, French str., 763, Albay, Bept. 26,

Wieler & Co Wandering Jew, Amr. ship, 1,650, Tripp, Sept. 17. Captain Wm. Le Lachenr, British bark, 573, Meddox, Sept. 4. Chinese AMOY. In Port on 19th September, 1695 Amoy, German steamer, 663, Wulff, Sept. 14, H. A. Peterson & Co Contest, British bark, 486, Soderman, Sept. 12, H. A. Poterson & Co

Fernando, Norw. bark, 847, Pettersen, Sept. 11, Pasedag & Co Salabo, Norw. bark, 704, Edwardson, Sept. 11, H. A. Peterson & Co Printed and Published by D. WARRES SMITH, at 29. Wyndham Street, Victoria, Hongkong,